The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5345 | 光緒三十二年十一月十二號 | THURSDAY, DECEMBER 27, 1906. | 四拜禮 | 第七千二百十二號 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED ..... „ 3,000,000
RESERVE FUND ..... „ 15,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906. [79

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED ..... GOLD $10,000,000
CAPITAL PAID UP ..... GOLD $ 3,250,000
RESERVE FUND ..... GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
„ 6 „ 4 „ „ „ „
„ 3 „ 3 „ „ „ „

No. 9, Queen's Road Central,
Hongkong.
H. PINCKNEY,
Manager.

Hongkong, 17th October, 1906. [20

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,002,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [287

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND,—
Sterling Reserve ..... $10,000,000 } $20,250,000
Silver Reserve ..... $10,250,000 }
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. | A. J. Raymond, Esq.
E. Goetz, Esq. | R. Shewan, Esq.
Hon. Mr. W. J. Gresson | N. A. Siebs, Esq.
C. R. Lenzmann, Esq. | H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID-UP ... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin | Calcutta | Hamburg | Hankow
Kobe | Peking | Singapore | Tientsin
Tsinanfu | Tsingtau | Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 9th October, 1906. [24

NEDERLANDSCH-INDISCHE HANDELS BANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund ..... Fl. 1,628,850.19 (£135,737).

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd. / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum.
„ „ 6 „ 3½ „ „
„ „ 3 „ 3 „ „

J. BOETJE,
Manager.

16, Des Voeux Road Central. [1044

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.

Hongkong, 15th March, 1906. [25

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, via SHANGHAI, MOJI and KOBE	DELTA ..... Capt. C. ... Daniel	About 28th December	Freight and Passage.
LONDON, &c., via usual Ports of Call	DELHI ..... Capt. J. D. Andrews, R.N.R.	29th Dec., Noon.	*See Special Advertisement.*

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th December, 1906. [4

Intimations.

LANE, CRAWFORD & CO.

USEFUL PRESENTS.

FOR LADIES.

Fitted Dressing Bags, Feather Boas, Silk Blouses, Lace Collars, Umbrellas,
&c., &c., &c.

FOR GENTLEMEN.

Dressing Gowns, Smoking Jackets, Silk Mufflers, Fitted Suit Cases, &c.,
Pipes, Cigar & Cigarette Tubes, Dressing Cases, Walking Sticks, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 27th December, 1906. [40

V. O. S.
AND
EXTRA SPECIAL FINEST LIQUEUR
ARE THE BEST WHISKIES OBTAINABLE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 18th December, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 29th December,

THE Company's Steamship

"HONAM"

will depart from the COMPANY'S WHARF at 2 P.M.
Returning departure from Macao about 7.30 P.M.

Return Fare, 1st Class $4.00
„ „ returning on Sunday 5.00
„ 2nd Class, available to return on Sunday or Monday 2.00

OTHER RATES AS USUAL.

SUNDAY, 30th December,

Time of departure from Hongkong 8.30 A.M. from DOUGLAS WHARF.
„ „ from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
Luncheon and Refreshments supplied on board.
Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE
Acting Secretary.

Hongkong, 24th December, 1906. [1096

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Moji, Kure, Shimonoseki, Miike, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubokuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. TANAKA, Manager, Hongkong.

45]

BEAR IN MIND
THAT THE "BEAR" BRAND
IS
PURE SWISS MILK.

Ask your Storekeeper for it. Take no other.

1. Unsweetened Condensed Milk.
2. Natural Milk Sterilized—not Condensed.
3. Sterilized PURE CREAM, contains 25% Butterfat.
4. B.A.C. Chocolate and Milk in liquid form.

HIGHLY RECOMMENDED. HIGHEST AWARDS. | ADOPTED IN NAVAL AND MILITARY HOSPITALS.

THE BERNESE ALPS MILK CO.
Stalden, Switzerland.

Agents for South China: E. BLACKHEAD & CO.

Hongkong, 20th December, 1906. [1222

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET.
MADAME FLINT, Manageress.

NEW GOODS ARRIVED EX S.S. "BORNEO,"
HABERDASHERY of every kind.
NEW MILLINERY and DRESS MATERIALS.
NOTE.—The only place in Town employing PARISIAN dressmakers exclusively.
Hongkong, 27th December, 1906. [855

Hotels.

VICTORIA HOTEL, *SHAMEEN, CANTON,* On the British Concession.

MACAO HOTEL, *MACAO, CHINA,* In the centre of the Praia Grande.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

261 WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [31

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1906. [1

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.
PRIVATE BAR and BILLIARD ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the MANAGER.

Hongkong, 4th December, 1901. [1

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," .....2,338 tons .....Captain W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7.30 A.M.

On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.,
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP...	JAVA	First half January	JAPAN	First half January
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG..	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 17th December, 1906. [15

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

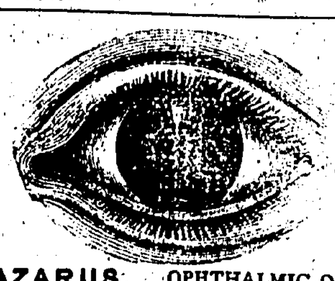
Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 6th October, 1906. [14



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 81, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

Dentistry.

Dr. E. H. CHAUN,
THE LATEST METHOD
of the
MERICAN SYSTEM OF DENTISTRY,
57, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904. [61

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 2nd day of January, 1907, at Noon, the Steamship *PRINZ EITEL FRIEDRICH*, Captain E. Malcolow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st January.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN	1,793	FRIDAY, 4th January, 1907.
MANILA	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR	3,227	THURSDAY, 28th February.

ON FRIDAY, the 4th day of January, 1907, at Noon, the Steamship *SANDAKAN*, Captain Wendig, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ HEINRICH*	WEDNESDAY, 2nd Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*GNEISENAU*	WEDNESDAY, 16th Jan.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 21st December, 1906. MELCHERS & CO., AGENTS. [1

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.6 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Hull Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD.,

BEGS TO NOTIFY CONSUMERS AND THE PUBLIC THAT ON AND FROM 1ST JANUARY, 1907,

The Price of Gas will be Reduced to $2.75 per 1,000 Cubic Feet.

THE Company takes this opportunity of pointing out the advantages in cheapness and safety of Gas lighting over any other form of illuminant, and of inviting inspection of its Show-rooms at West Point and Yau-ma-ti, Kowloon, in which can be seen every description of Gas apparatus suitable for lighting, heating, or cooking.

GEORGE CURRY,
Local Secretary.

Hongkong, 13th December, 1906. [192

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 2,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [55

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 27th August, 1906 [67

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [869

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.60 per Cask ex Factory.

In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [67

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSSEN & CO.

Hongkong, 10th January, 1901 [62

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

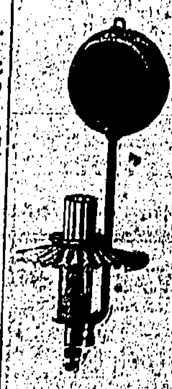
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 25th September, 1906. [65

FOR SALE.



WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.
Do. BOXED LIGHTS.
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,
and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 1st December, 1906. [59

Intimation.

POWELL'S

28, Queen's Road,

(OPPOSITE THE CLOCK TOWER).

SMART,

EXCLUSIVE

WAISTCOATS.

KNITTED WOOLLEN.

THE LATEST DESIGNS AND COLOURINGS

$6.00 to $14.50

Each.

FLANNEL

STRIPES & CHECKS

well-cut,

$6.00 to $8.75

Each.

TATTERSALLS

LINED FLANNEL,

perfectly built,

$10 each.

DRESSING GOWNS

CLOTH, WOOLLEN, CAMELHAIR,

$10 to $50

Each.

SMOKING JACKETS

very comfortable wear,

$10 to $25

Each.

INSPECTION INVITED.

Wm. POWELL, Ld.,

Gent's Outfitters,

HONGKONG.

Hongkong, 24th December, 1906. [42

To Let.

TO LET.

No. 8, D'AGUILAR STREET, suitable for SHOP AND DWELLING HOUSE, at present occupied by Messrs. K. A. J. CHOTRMALL & Co., who will shortly remove to No. 64, QUEEN'S ROAD CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009

TO LET.

FOUR-ROOMED HOUSE on PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1906. [1142

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.
C/o *Hongkong Telegraph*.

Hongkong, 17th October, 1906. [1013

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th December, 1906. [1183

TO LET.

"RANFURLY," CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 14th December, 1906. [72

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD. No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 24th May, 1895. [58

Auctions.

PUBLIC AUCTION
OF
A UNIQUE COLLECTION OF
CHINESE PORCELAIN.
A FINE OPPORTUNITY FOR COLLECTORS.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

ON

Saturday,

the 29th DECEMBER, 1906, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street,

A Very Fine and Valuable Collection of RARE OLD CHINESE PORCELAIN, specially selected, embracing works from the reigns of the Ming Dynasty, Kanghi, Yungching, Kienglung, Kahing and Tow Kwang;

ALSO

A Choice Lot of OLD JADES, CRYSTALS, AGATES and EMBROIDERIES.

N.B.—All pieces described in the Catalogue as belonging to certain periods are guaranteed to be "GENUINE."

TERMS:—As Usual.

Catalogues will be issued.

On View from Thursday, the 27th December, 1906.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 20th December, 1906. [1236

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 31st December, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, (corner of Ice House Street), AN ASSORTMENT OF ARTICLES suitable for New Year's Gifts;

ALSO

20 Cases PERINET and FILS CHAMPAGNE, 60 Cases COGNAC—MARIE, BRIZARD and ROGER 3 Stars, 100 Cases SCOTCH WHISKY;

AND

100 Boxes MESSALINA CIGARS. Special Holiday Stock in Dainty Gift Boxes.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 24th December, 1906. [1236

XMAS! XMAS!! XMAS!!!

DO not make your Xmas Purchase before you see

A. CHAZALON & CO.,

6, Queen's Road Central.

Who have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris;

ALSO

A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France, and other foreign countries.

Hongkong, 10th December, 1906. [1

Intimations.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, TUESDAY and WEDNESDAY, the 28th, 29th and 30th January, 1907:—

From Albion Battery, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On THURSDAY, the 31st January, FRIDAY and SATURDAY, the 1st and 2nd February:—

From Lyemun and Devils Peak, in a North-Easterly direction, at ranges up to 8,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On MONDAY, TUESDAY and WEDNESDAY, the 4th, 5th and 6th February:—

From Albion Battery, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On THURSDAY, FRIDAY and SATURDAY, the 7th, 8th and 9th February:—

From Lyemun, in a North-Easterly direction, at ranges up to 8,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WM. BECKWITH,
Lieut., R.N.,
Harbour Master, &c.

Hongkong, 24th December, 1906. [1218

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,

SOAP AND SODA MANUFACTURERS,

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 7th March, 1905. [51

KWONG SANG & Co.,
No. 70, WELLINGTON-STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1902, and subsequent Notices, SENDERS OF TELEGRAMS are hereby advised that, from 1st January next, the Currency equivalent of the Franc will, subject to revision after three months, be fixed at $0.36, at which rate the charge for all Telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.

Hongkong, 20th December, 1906. [1216

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE MULTNOMAH MILLS COMPANY, of Portland, Oregon, U.S.A., have on the 16th day of April, 1906, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Lion and the word "Lion";

in the name of THE MULTNOMAH MILLS COMPANY, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—

FLOUR, IN CLASS 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of October, 1906.

DENNYS & BOWLEY,
1046] Solicitors for the Applicants.

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without Board and Lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 7, Carnarvon Road, Kowloon, or address Mr. F. L. CLYDE, the Principal, at the College.

Hongkong, 26th December, 1906. [1237

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Vœux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 9.30 to 7 P.M. daily.

Hongkong, 26th December, 1906. [1238

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906. [71

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906. [81

FIRE INSURANCE IN JAPAN.

REDUCTION OF PREMIUMS.

In common with the commercial and industrial expansion which is now taking place the fire insurance business in Japan is also showing much development. The principal Japanese fire insurance companies and their capital are as follows:—

	Capital.	Proposed Increase.
Meiji Kasai	Y 1,000,000	—
Tokyo Kasai	5,000,000	Y10,000,000
Nippon Kasai	2,000,000	3,000,000
Yokohama Kasai	5,000,000	—
Osaka Kasai	600,000	1,000,000
Nippon Kaijo, Unso Kasai	3,000,000	—
Kyodo Kasai	5,000,000	10,000,000
Teikoku Kaijo, Unso Kasai	3,000,000	—
Nisshin Kasai*	10,000,000	—
Sai-Hoken*	2,000,000	—
Kobe Kaijo Hoken*	1,000,000	—

* These are new companies.

As shown above the fire insurance business is on the threshold of great expansion, and keener competition amongst the various companies is expected. Ten years ago the premiums of Y30 per Y1,000 was not uncommon in Tokyo, but it has gradually been falling until it has now reached Y3. There is no doubt that the premium in those days was abnormally high and the present falling-off must largely be attributed to the result of competition. The average payment of the Japanese fire insurance companies in respect of policies is about 50 per cent. of the premiums collected and their net profit amounts to 20 per cent. or more. Such being the case, the further reduction in premiums can hardly be said to seriously interfere with their profits. Generally speaking, the premiums in the districts on the shore of the Pacific are low, while those on the Japan Sea coast are high. The lowest ratio of premium prevail at Osaka and in other Kwantai districts. The following are the approximate rates of premiums or ordinary houses in the various districts:—Osaka, Y2.50; Sanyodo, Y3; Tokyo, Y4; Shikoku Y4; Kyushu Y4; Sainodo Y4 to Y5; Nagoya Y3; Shidzuoka Y10; Tochigi and Cumma districts, Y14; Niigata, Y30, Akita and Aomori, Y40 to Y50; and Hokkaido Y50 to Y70.

The Tokyo *Keisai Zasshi*, writing with reference to this subject, remarks that although much pessimism is entertained by some people owing to the increase and extension of the fire insurance companies and the falling-off in the premium rates there is nothing to warrant such pessimism. Of course the number of buildings will not increase at the same rate at which insurance companies are increasing, but with the diffusion among the people of the idea of the necessity of fire insurance, contracts will increase in such numbers as to make the business sufficiently remunerative. The collection of premiums by one of the leading companies for 1904 amounted to Y1,800,000 which fell off to Y1,300,000 for 1905. Since July last, however, the number of contracts has so much increased that the receipts of premiums have shown an increase of Y70,000 compared with the corresponding period of last year, and it is anticipated that the company's collection of premiums for this year will show an increment of Y250,000 to Y300,000 as against the average receipts. Further, the gradual increase of large and substantial buildings will widen the field for the joint insurance by two or more companies. At present the total number of buildings insured in Tokyo does not exceed 100,000 and therefore there is much room for development in the capital alone. The reduction in the premium rates is compensated for by the great economy in business expenses which is now available. Altogether, thinks the Tokyo journal, the future of Japanese fire insurance business is not so gloomy as appears to be believed by some people.

SHIPBUILDING PROFITS.

THE AMERICAN COMPANY HAS A SURPLUS OF $1,079,373 FOR THE YEAR.

President James C. Wallace of the American Shipbuilding Company in the annual report to stockholders states that the last year has been the most successful one the company has had since its organization. This is due to the fact, in part, that the tonnage of the lakes is increasing in size and also to the general prosperity of the country.

The company has built thirty vessels in the last fiscal year and has now under contract forty-three. The new dry dock at the Lorain plant will be in operation by December 1, 1906. There has been purchased additional real estate at the Detroit Shipbuilding Company's plant, also property adjoining the Old Riverbed dry dock at Cleveland, Ohio. Earnings for the year were $2,443,217, as against $1,549,450 in 1905, and net earnings $2,032,932, as against $1,234,042. The balance, after the payment of the preferred dividends and an expenditure of $85,559.00 docks, was $1,303,373, equal to 18.2 on the common stock. The surplus for the year was $1,079,373. The total surplus is $5,098,165, says *The Sun*.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more, than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 29th September, 1902.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realised from simple speculation, but the *great* fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors, for the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it, as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anæmia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists. 9

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 1056 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 31st instant, and TUESDAY, 1st January, 1907.

Hongkong, 24th December, 1906. [1244

LOST.

A SILVER PENCIL-CASE and a CRUCIFIX attached to a big Silver Ring. Dropped in the Central District during Monday last. Will finder kindly return to

ERIC ERSKINE-PITTER-ERSKINE,
C/o This Office.

REWARD!

Hongkong, 26th December, 1906. [1239

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry	$8.00 per Dozen.
Pale Sherry Dry (Gold Capsules)	10.00 "
Pale Sherry Dry (Red Capsules)	14.00 "
Gold Sherry (Yellow Seal)	15.00 "
Manzanilla (Red Capsules)	16.00 "

MADEIRA.

Silver Capsules	$12.00 "
Gold Do.	14.00 "
Red Do.	16.00 "

MARSALA.

Marsala	$12.00 per Dozen.

MOSCATEL.

Gold Capsules	$10.00 per Dozen.
Red Do.	12.00 "

MALAGA.

Dark Malaga	$8.00 per Dozen.
White Do.	10.00 "

BARRETTO & Co.,
Agents,
Nos. 2 & 4, Bank Buildings,
Queen's Road Central.

Hongkong, 26th December, 1906. [1d.

Intimation.

A. S. WATSON & CO., LIMITED.

NEW YEAR PRESENTS.

PIVER'S FANCY TOILET CASES
(Containing Soap, Perfume, Powder and Toilet Water.)

Manicure Sets.
Pipes, Cigar and Cigarette Holders and Cases.
Cut Glass Bottles, Silver Mounted and Plain.
Houbigant's Ideal and Royal Perfumes.
Roger and Gallet's Fleur D'Amour, Vera Violetta and other Perfumes.
Piver's Trefle, Azurea and Coryolopsis Perfumes.

CRYSTALLISED FRUITS.
Pascall's & Cadbury's Confectionery in Fancy Boxes.

WINE AND SPIRIT HAMPERS.
Containing our well known Brands of PORT, SHERRY, WHISKY, BRANDY, &c.,
$15.00, $20.00 and $25.00 (The last named includes ½ doz. quarts of St. Marceaux 1898, the Wine of the Entente Cordial Celebrations in Paris.)

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 26th December, 1906. [34

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
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The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

SETNA.—To-day, the 27th inst., at Victoria Hospital, Barker Road, Peak, Miss DHUNBAI, youngest daughter of Mr. Sorabjee Dhunjeebhoy Setna (of Messrs. Phirozsha B. Petit & Co.), aged 9. Deeply regretted. (Bombay and Shanghai papers please copy). [1246

The Hongkong Telegraph

HONGKONG, THURSDAY, DEC. 27, 1906.

LOCAL AND GENERAL.

THE King has been pleased to approve of Senor Hon Alberto Moreno Perez as Consul-General of Panama at Hongkong.

GUNNER W. T. Hearn, from the cruiser *Scylla*, has been appointed to the *Tamar*, for the *Janus*, destroyer, on the China Station.

THE sloop *Cadmus*, on the China Station, did not do well at the recent gun-layer's competition, 12 hits in 43 rounds being indifferent practice. The *Cadmus*, it seems, did better than her sistership sloop *Clio*.

THE *Sui Tai* and the *Sui An*, purchased by the Hongkong, Canton and Macao Steamboat Co., Ld., for the Macao run, arrived from Shanghai last evening, and are lying in Yaumati Bay, off the Cosmopolitan Docks.

JOHN Cobey, a fireman on board the steamer *Sutlow*, was arrested on Christmas Day for being drunk and incapable. He was arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, and on pleading guilty to the charge was fined $3.

ENGINEER Commander C. H. Steward, on posting to the *Tamar*, receiving ship at Hongkong, takes over charge of the machinery of the *Wivern*, distilling ship, and repair ship for "destroyers" on the station. Commander Steward will also take charge.

ROBERT Torrence, residing in Zetland House, did not put in an appearance at the Police Court this morning, and Mr. Hazeland ordered that his bail of $10 be forfeited. The charge against Torrence was that of disorderly behaviour at East Point on Christmas night.

MAJOR A. C. Painter, Royal Engineers, on return home from Hongkong about the end of January next, will assume command of the 33rd Company, R.E., at Cork, Berehaven, and Lough Swilly forts. The command of this Company necessitates a thorough knowledge of electrical work.

MR. T. Spafford, storekeeper, of Messrs. Lunchard, Lowther and Company, charged a coolie before Mr. C. A. D. Melbourne, at the Police Court, this morning, with stealing a piece of leather belting, the property of the company. Witnesses were examined, but the prosecution failed to prove their case and his Worship altered the charge to one of "malicious damaging" and fined the coolie $5.

ROBERT E. Grain, an ordinary seaman, on board U.S.S. *Maryland*, was charged by Inspector Gourlay at the Police Court, this morning, with assaulting a *lukong* at Wanchai last night. Grain admitted the charge. The *lukong* stated that accused walked up to him and without the least bit of provocation struck him on the shoulder. The policeman wanted to know why he was struck and accused struck him again. Mr. Hazeland imposed a fine of $7.

THE police dance which was held last evening at No. 7 Police Station, West Point, was undoubtedly a great success. There was a very large attendance and a very enjoyable time was passed. The first dance started shortly after nine o'clock and it was well into the small hours of the morning when the last dance came to an end. The music was supplied by the Calcutta String Band. The following gentlemen were responsible for the success of the ball:—Messrs. Collett, Gordon, Kitchie, Grant, Baker, Macdonald, Kendall, Lee, McLennan, Ogg, Watt, Brennan, Brazil, Davitt and Parr.

AT a meeting of the Live pool Chamber of Commerce a letter was read from the Colonial Office, stating that the British Governor of Hongkong is prohibited from issuing licences to shipowners for the carriage of coolies under contract, except where the contract is for service in a British possession. It was pointed out, in discussion, that conveyance of Chinese coolies to Panama in a British ship was prohibited, and they were carried by a German ship, which gave them less space per head than a British vessel would have given. The Chamber had already made a request to have the regulations modified, but without success.—*L. & C. Express.*

THE notorious Michael Kaby, who has a peculiar habit of waking up in a ward in the Government Civil Hospital after a night's spree, was again before the Court this morning on a charge of being drunk and incapable on Christmas eve. It will be remembered that on the morning of the 24th instant Kaby was fined and his bond forfeited when he was found guilty on the charge preferred against him. He was arrested again the same day and owing to his condition it was necessary—in fact it is always necessary—to take him to hospital. He admitted the charge, was very sorry for his conduct, and Mr. Melbourne fined him $5, which he paid.

ST. PETER'S SEAMEN'S CHURCH.

Christmas Day was as usual a busy day at the Seamen's Church and the Institutes in connection with it. The service at the Church in the morning was bright and hearty, and the familiar Christmas hymns were sung as only sailors can sing them. In the afternoon a large party of seamen was taken over to Stonecutters' Island where a varied programme of sports was carried out. Fortunately the weather was bright and dry, and all present entering into the amusements with zest, a very pleasant afternoon was spent. Just as the darkness was coming on the party returned to the Institute in Kowloon where well-spread tea-tables awaiting them were a most welcome and appetizing sight. After full justice had been done to the good cheer, kindly provided by many friends of sailors in Hongkong, cigars were lit up and an adjournment was made to the upper room. This had been very prettily decorated with bunting and greenery by a small committee of sailors and soldiers, and presented a very bright appearance, a prominent feature being the "Brig." The interval between the tea and the later proceedings was pleasantly filled in by an impromptu smoking concert to which many in the audience contributed. The later proceedings began with the old Christmas hymn "While Shepherds Watched." The prizes won in the sports were kindly distributed by Mrs. Winter after which the business of discharging the cargo of the "Brig" was proceeded with. This cargo consisting as it did of articles useful and otherwise of a very varied character speedily found its way into the hands of those for whom it was intended and served to remind them of friends on shore who think of Jack afloat, on the principle that "all work and no play makes Jack a dull boy." The proceedings were interrupted by frequent "stand easys" which were enlivened in various ways. The choir gave a selection of sweet old English carols. Mr. Jillings and Mr. Hall convulsed their audience with their funny stories and recitations, and Mr. Todd sang with great acceptance "Long live the King" and "The Bandolero." The end of a most enjoyable day came about ten o'clock with the singing of the doxology when all departed, well pleased, to their ships and their homes.—*Contributed.*

SANITARY BOARD.

The second meeting for December of the Sanitary Board, postponed from Tuesday last on account of the Christmas holiday, was held in the Board room this afternoon, the usual members being present.

THE WELL QUESTION.

The question of the condition of the water in the well at Stanley Street again came up for discussion.

It will be remembered that at the last meeting Mr. Humphreys submitted an important minute, on the subject, and it was decided to postpone the further consideration of the question till the next meeting, and on this, Dr. W. Hunter, Government Bacteriologist, minuted: It is now generally recognized by experts on water analysis that bacteriology is the most direct and delicate test of water for drinking purposes. By it we obtain exact information, not alone as to the constitution of a water, but as to its potentiality to cause disease. Bacteriological methods are more delicate than chemical examinations. Klein, Houston and others have shown that by bacteriological means it is possible to detect smaller degrees of sewage pollution than by chemistry. With "A" of Mr. Humphreys' minute I agree entirely. I have never condemned a water because it contained *bacillus coli communis*. I am thoroughly justified, however, in regarding any water as suspicious which contains the *bacillus coli communis*, in I.C.C., or any such small quantity. With that part of the minute marked "B" I disagree. Here, again, I regard a sample of water as suspicious if it contains a large number of bacteria per C.C., of whatever kind, and especially so if the number of species represented is large. With "C" I am in entire agreement, yet the higher the number of *bacillus coli* in any sample of water, the heavier will have been the recent sewage or pollution, and the greater the probability of the presence of disease-producing bacteria. The question raised in "D" is still a matter of considerable scientific dispute. Our information upon this point, *e.g.*, bacteria necessary for digestion has, I think, advanced somewhat since the days of Pasteur. It would be well for the author of the minute to carefully consider the more recent investigations of Nuttal and Thirfelder, Lewin, Schottlins, and Bizzozero. Polar bears in the arctic regions possess a sterile intestinal canal, yet they appear to thrive well. With "E," no bacteriologist of any repute would conclude as to the presence of *bacillus coli* before having carried out the main crucial system of tests. With "F" I agree. The authority for the statement in "G" ought to be given. This is my experience in Hongkong, and is borne out by other competent observers, as Dewar and Crookes, chemists, and Klein, Houston, etc., bacteriologists. With regard to "H," if the water is boiled ordinary bacteria are killed. I am acquainted with micro-organisms which can withstand boiling for 16 hours. My own opinion in regard to the whole question of water examinations is the following: A water, irrespective of source must be condemned if it contains a very large number of bacteria per C.C. of whatever kind; if it contains *bacillus coli* in I.C.C; if it ferments glucose, lactose, etc; if it gives the enteritidis change in milk. The presence of liquifying organisms is also of great importance. I rely upon no single test, reaction or phenomenon, and place but little weight upon the mere quantitative estimation of the micro-organisms in any sample of water. The samples of well-water which I have examined recently were so impure as to answer to every condemnatory test necessary, from a bacteriological stand-point. In the case of water supply, however, the condition of affairs is somewhat different. Here all the findings of bacteriology, chemistry and topography, must be considered, before it is condemned. I am in agreement, however, with the statement made by the fourth report of the Royal Commission on water supplies and sewage disposal of 1904, that typical *bacillus coli* in I. C. C. of a sample of water is sufficient to condemn it for potable purposes, and an indication of sewage pollution. If the pollution be a recent one, the presence of *bacillus coli* affords a much more delicate test of pollution than any chemical examination which can be made.

Lieut-Colonel J. M. Reid, R.A.M.C., said: I agree entirely with the Bacteriologist's views.

MINUTE *re* LEGAL OPINIONS.

The President having asked the Hon. the Colonial Secretary whether the written opinions of the law officers could be submitted to a confidential meeting of the Board, the following reply was received:—

Colonial Secretary's Office,
12th December, 1906.

Sir,—In reply to your letter No. 230 of the 30th ulto., I am directed to inform you that members of the Sanitary Board may be allowed to see the opinions of the law officers, bearing on points with which it is the duty of the Board to deal, on the distinct understanding that members of the Board must regard any such opinions communicated to them, in their official capacity, as strictly confidential.—I have, etc.,

(Sd.), F. H. MAY,
Colonial Secretary.

THE steamer Tjikini, constructed for the Java, China and Japan Line, has been launched from the dockyard of the De Schelde Royal Company at Flushing. The vessel has a length of 373 ft., a width of 45 ft. 5 in., and a depth of 30 ft., with a loading capacity of 7,000 tons. It is principally destined for the cargo service, but has also accommodation for some first and second-class passengers, and for a larger number of other classes. Special installations have been made for quick loading and discharging. The engines are of the vertical triple compound system, with cylinders of 24½, 40, and 67 in. diameter, and 48 in. revolutions, developing 1,700 horse-power, with 70 revolutions per minute.

POLLUTED WATER SUPPLIES.

FURTHER MINUTE BY MR. HENRY HUMPHREYS.

Following is Mr. Henry Humphreys' further minute on the examination of the Colony's water supplies:—

In the Government Bacteriologist's report on my minute of 10th December, 1906, he leaves unchallenged three of my most important statements, viz:—those having reference to—

(1) The rulings of the English Courts.

(2) Shallow wells in England being unable to pass a bacteriological test.

(3) No evidence being hitherto forthcoming as to sickness from polluted well-water in Hongkong.

The members of the Board will probably agree: (1) that the rulings of the English Courts, where the evidence of the various experts is sifted to the bottom, cannot be lightly disregarded; (2) that if no shallow well-waters can pass a bacteriological test, the adoption of such a test for shallow wells here is equivalent to their foregone universal condemnation; and (3) that where no evidence of ill effects has been forthcoming such an heroic measure is unnecessary.

Concerning another important statement in the minute the Government Bacteriologist asks that the authority be given for the following:—"that the Bacillus Coli communis is often found in water above suspicion of pollution and where chemical analysis shows it to be pure its presence in such cases having no significance." My authority is Thresh Lecturer on Public Health, London Hospital Medical College &c. on page 147 of "water and water supplies." In this connection I would further quote from the same authority "Shallow wells present the greatest difficulty—In these cases I lay more stress upon the situation and construction of the well than upon the bacteriolo-copic results and again considering the fact that no illness had been attributed to the use of these (shallow well) waters and that the analytical results were so satisfactory no magistrate would condemn any of the wells on the bacteriological evidence."

The reference to the statements in my minute which the Government Bacteriologist has marked D., E. and F. require no answer as there is practically no disagreement.

As regards my statement which he has marked H, both the typhoid and cholera bicilli are killed at 600 C. with an exposure of ten minutes so the fact of some micro-organism being able to withstand boiling for several hours is of little practical significance. With regard to G, Klein does not regard the mere detection of the Bacillus coli communis an absolute proof of contamination, but its presence in appreciable quantity is highly suggestive of sewage contamination, so also would be the presence of nitrates, nitrites, chlorides, and free ammonia, detected by chemical analysis, but there is this important difference, that in the case of a chemical analysis the impurities enumerated are just the same in the water standing in the well as in the water flowing into it, whereas in the bacteriological analysis the water from a well having but 7 colonies per C.C. in the water flowing into it, may have 495,000 after standing three days. If this latter number be used for deciding upon the potability of the water a good water would be condemned while if the water were pumped out as it ought to be the true sample would be satisfactory. It is clear therefore that for shallow wells a bacteriological analysis is untrustworthy and misleading because the number and species of the bacteria in such wells are used as a basis for indicating the the amount of sewage contamination, whereas they may nearly all be the result of self-multiplication.

Frankland says that owing to the facilities afforded by growth on the sides of a well it is only by pumping out for some time that a sample representing the bacterial condition of the water gaining access to the well is obtainable. "It is therefore imperative that in the examination of well water for micro-organisms attention should be given as to whether the well has been recently pumped or disturbed or unused for a longer or shorter period. Unless these circumstances are duly taken into consideration the most misleading and erroneous conclusions as to the bacterial condition of the actual source of supply will be arrived at. It is needless to point out also that no well should be closed on a bacterioscopic report which indicates sewage contamination as a result of the presence of the Bacillus coli communis unless the chemical analysis corroborates it for the reason that sewage contamination is readily detected by chemical analysis; but if the bacterioscopic report states that the bacilli of typhoid, cholera, or other malignant bacilli, are present the well should be closed at once irrespective of the chemical analysis which would fail to disclose the presence of such bacteria. It is, however, exceedingly rare that a water containing such malignant bacteria escapes on a chemical analysis, for the reason that they are almost invariably associated with considerable sewage contamination, which as already stated is readily detected by the presence of an abnormal amount of nitrates, nitrites, chlorides, and free ammonia.

THE TYPHOON AT HONGKONG.

In reply to Mr. C. Craig, Mr. E. Robertson (Dundee) said:—Damage was done to the Kowloon coaling jetty, the extension works, the torpedo range, buildings generally, and the matsheds on the Kowloon coaling ground, which were entirely destroyed. The total cost of making good the damage is estimated at £11,445, of which, approximately £6,115 will fall upon Navy funds and the balance upon contractors, who are responsible for works still incompleted. I regret to state that there is no hope of saving the *Phœnix*, which will be sold by public auction.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE LATEST ADMIRALTY MEMORANDUM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—For various reasons there are strong grounds for grave anxiety in our future naval position. Recent statements in Parliament leave us in doubt as to whether the principle of the two-Power standard is not in danger of being abandoned.

Admiralty Memoranda have become enigmatical utterances, difficult to understand, and capable of various interpretations. About two years ago a redistribution scheme was announced. The country was asked to note that at last a scientific organisation of our naval strength, exactly conforming to strategical requirements, had been attained. In addition to three large battleship fleets and cruiser squadrons, it was proclaimed that there would be a further powerful Fleet "in commission in reserve," ready for any emergency. It was explained that this was due to the adoption of the system of nucleus crews, which permitted the Reserve Fleet to be kept in a state of immediate readiness with a minimum of expenditure. These Admiralty arrangements appeared, at the time, to be satisfactory, and while it was widely believed that the scrapping of valuable ships had been carried much too far, the country was inclined to trust the Board.

Whether or not the perfection of organisation claimed for the Reserve Fleet was ever approached we cannot know. Now, however, it is announced that there is to be another reorganisation of the Reserve ships, accompanied by a heavy reduction—namely, six battleships and four large armoured cruisers—from the fleets in permanent commission.

What is really contemplated is not yet clear; but the Board of Admiralty has declared, through the mouth of the Prime Minister, that this fresh redistribution "adds to the fighting efficiency of the Fleet." As the main feature of this scheme is a large reduction of the ships which may reasonably be expected to be kept in a high state of efficiency, in order to form a new "Home Fleet," with headquarters at Sheerness, the source from which the increased strength is derived is not apparent.

The questions which now inevitably arise are the following:

(1) "Will the Home Fleet be as frequently at sea as the fleets in commission, so that officers and men may have as much practical training?"

(2) "Will the efficiency of the *materiel* be maintained at the same presumably high standard?"

(3) "Will the entire *personnel* be as effective and as ready for war?"

(4) "Will the new Fleet, in fact, be at all times in as complete a readiness for instant action as we expect to be that of the permanent squadrons?"

The answers to these questions vitally affect the national safety.

Other considerations, however, present themselves. We have hitherto had a Channel Fleet of sixteen battleships, numerically equal to and materially stronger than that of Germany, which will next year be increased by two battleships. On the other hand, so far as can be understood, the intention of the Admiralty is to reduce the Channel Fleet.

It has usually been maintained that no fleet in reserve with crews made up to strength on mobilisation could be equal in fighting efficiency to one in commission until several weeks had elapsed. The Admiralty has apparently come to the conclusion that this view is a fallacy, and the country has the right to demand a clear explanation.

There are additional causes for anxiety. The present Board has displayed positive eagerness in relegating costly ships to the scrap-heap. Is it in contemplation to place the *Royal Sovereign* class in the position recently assigned to a number of old battleships retained on the Active List of the Navy? In other words, is a small sum to be expended upon them, as explained by the Financial Secretary of the Admiralty, not to keep these still powerful vessels from deterioration, but in order that they may be ready for the market?

Lastly, judging from recent shipbuilding policy, the present Board does not appear to be sufficiently alive to the importance of having enough cruisers for the protection of commerce. It has sold, as old iron, ships quite capable of playing a useful part in guarding our mercantile marine in war. It has laid down nothing to replace the vessels thus sacrificed to a "courageous stroke of the pen."

The various points we have raised are simple in their essence. They involve no complex technical considerations. They must appeal to everyone who places national security above party, and who is determined that the British Empire shall not be imperilled by caprice or impolicy. The time has come to demand an explanation of proceedings which have caused widespread alarm, and to insist that intelligible reasons shall be furnished for changes which are disquieting and not understood by the public at large.

We have the honour to be, Sir,
Your obedient servants,
H. SEYMOUR TROWER,
Chairman of the Executive Committee,
F. R. FREMANTLE, Admiral,
Vice-Chairman.
WM. CAIUS CRUTCHLEY, *Secretary,*
THE NAVY LEAGUE,
13 Victoria Street, S.W.
November 28, 1906.

THE CHARGE AGAINST A BANK COMPRADOR.

JUDGMENT.

Judgment was delivered on the 17th inst. in the Kobe Chiho Saibansho in the charge of fraud and embezzlement brought against Pan Ichie, known as Pan Kong, formerly Chinese compradore at the Kobe branch of the Chartered Bank of India, Australia and China.

The accused was acquitted on the ground of insufficiency of evidence.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CENTRAL CHINA FAMINE.

CHINESE IMPERIAL GRANT TOWARDS RELIEF FUND.

[*From Our Own Correspondent.*]

Shanghai, 27th December,
2.55 p.m.

An Imperial decree has been issued at Peking granting a further contribution of one hundred thousand taels towards the Central China Famine Relief Fund.

THE JAPANESE TRAMWAYS.

MUNICIPAL ACQUISITION REJECTED.

[*From Our Own Correspondent.*]

Shanghai, 27th December.
2.55 p.m.

It is reported from Tokio that the Japanese Aldermen have rejected the proposal for the Municipal acquisition of the Tramways at the capital.

THE JAPANESE DIET.

MEETING ON CHRISTMAS DAY.

[*From Our Own Correspondent.*]

Shanghai, 27th December,
2.55 p.m.

The Japanese Diet met on Christmas Day.

AN UNRULY SAILOR.

Charles Roher, an able seaman, on board U.S.S. *Colorado*, was in the Police Court this morning to answer two charges.

"There are two charges against you," said Mr. Hazeland. "Were you disorderly in Thomas' Hotel?"

"Well, if I was disorderly I was too drunk to know it," replied the defendant.

"And what about damaging property to the extent of seven dollars?" asked the Court.

"I guess they have me mixed up with somebody else," said accused.

The No. 1 "boy" of the hotel, who prosecuted, said that accused went to the hotel yesterday and ordered a steak. Witness asked him to take a seat as it would take at least ten minutes to prepare the steak. Instead of that witness was chased into the pantry. There accused picked up a bottle and threw it at witness's head. He missed the "boy" and broke a $7 mirror. An officer was called in and accused given in charge.

His Worship fined him $3 on the first charge, and on the second ordered him to pay the complainant $7 for breaking the mirror.

FUN IN A PHOTOGRAPHER'S STUDIO.

JACK AND XMAS CARDS.

John Holland, a coal passer, on board U.S.S. *Colorado*, was arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of stealing two dozen Christmas cards, valued at $6, from a photographer in Arsenal Street, disorderly behaviour on the premises, and assaulting an Indian policeman.

"I was stupid drunk," said accused in answer to the charges, "and I did not know what I was doing."

The photographer stated that defendant went to his studio on the night of the 24th instant, and asked to have his photo taken. Witness informed him that it could not be done, he had better return in the morning. Taking off his "jumper" and throwing it aside, defendant, according to the witness, rushed behind the counter, opened a drawer, took out a packet of Christmas cards and bolted. A policeman went after him and ultimately arrested the sailor after receiving two thumpings.

His Worship found accused guilty on all but the first charge. He was of opinion that defendant did not know what he was doing when he took the Christmas cards, and discharged him on that count. On the second charge, however, he was fined $2 and on the third $7.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 31st inst.
German (*Prinz Eitel Friedrich*) 31st inst.
Indian (*Kutsang*) 1st prox.
German (*Prinz Heinrich*) 2nd prox.
American (*Siberia*) 7th prox.
Australian (*Taiyuan*) 14th prox.
German (*Manila*) 15th or 16th prox.

The Imperial German Mail s.s. *Seydlitz*, which left here on 21st inst., arrived at Shanghai on 24th inst. at 10 a.m.

The P. M. S. S. Co.'s s.s. *Siberia* sailed from Yokohama on 27th inst., and will therefore be due at this port on 7th prox.

The I. C. S. N. Co.'s s.s. *Kutsang* from Calcutta and the Straits left Singapore for this port on 26th inst., at 4 p.m.

The Ben Line s.s. *Binarty*, from Leith and London left Singapore on 26th inst., for this port.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 4 a.m., on 26th inst., and left again at 8.30 a.m., same day, for Yokohama, where she is due to arrive at 7.30 a.m., on 27th inst.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver, p.m., on 25th inst., for Hongkong *via* the usual ports of call.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

OPENING OF NANNING.

AS A TREATY PORT.

ON 1ST JANUARY, 1907.

[From Our Own Correspondent.]

Shameen, 27th December, 11.25 a.m.

Nanning is to be opened as a Treaty port on the 1st January, 1907.

It is reported that the Commissioner of Customs at Wuchow will proceed to Nanning to make all the necessary arrangements in connection with the opening of a Custom-house at the new Treaty port.

U.S. COURT FOR CHINA.

EXAMINATION FOR ADMISSION TO THE BAR AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 26th December, 3.40 p.m.

A written examination of American attorneys for admission to the Bar of the newly constituted U.S. Court for China was held on Monday forenoon.

Eight candidates presented themselves for examination, of whom two passed and six failed.

[Reuter's.]

More Insubordination at Portsmouth.

LONDON, 25th December.

There has been a recrudescence of trouble at the Portsmouth Naval barracks.

As the new Commander was going round, a seaman, coughing obtrusively, was arrested, put in irons and sentenced to forty-two days' imprisonment. This inciting disorder, all arms were locked up and 100 Marines held in readiness.

The Commander said he was armed with exceptional powers to enforce discipline.

Admiral Niebogatoff Court-martialled.

A Court-martial has been held on Admiral Niebogatoff and 77 officers who surrendered at the battle of Tsushima.

Admiral Niebogatoff and the Commanders of the battleships, *Apraxine*, *Seniavin* and *Nicholas* were condemned to death; but, in view of the extenuating circumstances and long and blameless service, the Court asked the Tsar to commute the sentence to ten years in a fortress.

Four of the officers were sentenced to two and four months in a fortress, and the rest acquitted.

CANTON DAY BY DAY.

CANTON-KOWLOON RAILWAY.

[From Our Own Correspondent.]

Canton, 26th December.

H.E. Viceroy Chow Fu has wired to the Wai-wu-pu, asking that Board to stand firm in coming to a conclusion of the agreement of the Canton-Kowloon Railway.

WIRELESS TELEGRAPHY.

As an outcome of the ordering of wireless telegraphy instruments by H.E. Viceroy Chow, four students, Messrs. Tong, Wong, Hor, and Ha, who have completed their studies in the Nanyang Wireless Telegraphy School, have arrived in Canton, yesterday, to report for duty to the Viceroy.

A CASE OF ASSAULT.

The French Consul sent a man named Kok A Kong to the Namhoi Magistrate, to be tried for assault. This man was on board a silk junk, which ran into a sampan on the Canal. This gave rise to trouble and the offender broke the sampanman's nose and threw his little child into the water. The Magistrate gave him one day's stocks, and ordered him to pay ten dollars' compensation.

CHINESE EDITOR RELEASED.

Chun Ting Heong, the editor of the *A Chow Po*, for whose release a number of gentlemen petitioned the Viceroy a few days ago, was discharged from prison the day before yesterday. A number of other press representatives went to welcome the man on his release, who afterward addressed a meeting of over a thousand persons.

SUPERINTENDENT OF THE KIANGNAN DOCKS.

Yesterday, the German superintendent of the Kiangnan Docks, who has been in Canton for some time, called on H.E. the Viceroy to bid him good-bye on his return to Kiangnan. The Viceroy made the gentleman a present of 500 taels.

RAILWAY ACCIDENT.

A woman was run over by a train at Three Eyes Bridge, on the Canton-Fatshan Railway, on the 23rd instant.

On the 24th instant, the British Consul-General sent a tailor to the Namhoi Magistrate for trial of larceny from Messrs. Rowe & Co., Shameen.

The change of reserved third class passenger cars for female passengers only has been effected on the Canton-Fatshan Railway, which is greatly appreciated by the female section of the public.

THE BRITISH AND CHINESE CORPORATION, LTD.

KOWLOON-CANTON RAILWAY.

The annual general meeting of the British and Chinese Corporation, Limited, was held on 28th ult. at the Cannon-street Hotel, E.C. Mr. W. Keswick, M.P., presided.

The Chairman, in moving the adoption of the report, said that during the past financial year the corporation issued no railway loans for the Chinese Government, and, making allowance for this fact, the financial result might be regarded as not wholly unsatisfactory. The construction of the Shanghai-Nanking Railway was making good progress. About 80 miles were open for traffic, 20 miles more would be opened early in the new year, and the rest of the work was so advanced that the consulting engineers (Sir John Wolf Barry and Mr. A. J. Barry) anticipated that the entire railway would be finished by June, 1908. If a perfectly free hand had been accorded to the corporation they could have accelerated construction considerably, with the double advantage to the Chinese of a saving in cost and interest and the securing of traffic at an early date. In the present state of things in China, however, this had not been possible, and the consequence was that there had been much loss. Taking this circumstance into account, satisfactory progress was being made, and the railway was being constructed in every way as a first-class trunk line of standard gauge, equipped with the best type of modern rolling-stock, and the cost was moderate. Before long it would be necessary to provide funds to complete the line, and the Chinese had accepted their offer for a further instalment of the loan which would be issued in due course. The board were anxious to proceed with the Soochow-Hangchow-Ningpo Railway, which would also serve a very populous and prosperous section of the Yangtsze provinces. It would be the subject of a separate and distinct loan, and would be a separate undertaking, but its natural relations to the Shanghai-Nanking Railway, with which it would be linked up at Soochow, suggested that the two lines would be advantageously worked under one administration. A contract had been concluded with the Chinese for a loan to build a railway from Canton to the border of Kowloon, where it was designed to connect with the railway which the Government of Hongkong were constructing to that point from Hongkong. This would make the direct railway connection between Hongkong *via* Kowloon and Canton, which had so long and so ardently been desired by the Colony. The loan was for £1,500,000, and was to be issued within eight months at the call of the Chinese Government. As regarded the Nanpino coal concession, there was nothing to be added with advantage to what was stated in the report. With regard to the investments, he said that they consisted of 22,500 shares of £1 each, 8s. paid, and 225 deferred shares of £1 each, fully paid, on the Chinese Central Railways, Limited, and 25 000 shares in the British and Korean Corporation. The Korean Corporation had so far proved disappointing, the ore, which at first was of a very high grade and yielded gold of the value of about £150,000, having become impoverished below a certain level. The shares had now been written down to the value of £5,000. The Korean Corporation had another "proposition" in view which it was hoped might prove of a more permanent character.

Mr. C. C. Macrae seconded the motion. Mr. De Linde observed that in an old and settled country like China railways quickly became profitable. Mr. Perry said that from letters he had received from China he learned that there was a growing disposition among the Chinese to provide up-to-date water works in their large cities. He wished to know whether this Corporation would be able to undertake that class of business.

The Chairman replied that, as a company, they were probably in a better position than any other to carry out such work, and it would certainly be a great disappointment to the Board if they did not get a full share of it. They represented a great deal of finance, and would have no difficulty in finding the necessary capital for such undertakings. The report was unanimously adopted, and the proposed dividend of £5 per share, equal to 10 per cent. on the amount paid up, was also agreed to.

THE REPORT.

The report of the directors for the year ending June 30 states:—Including the balance brought forward from the previous year of £14,532, the amount to the credit of profit and loss is $2,327, and the directors recommend that a dividend be paid on 1st prox. of £5 per share, free of income tax, which is at the rate of 10 per cent. on the amount paid up, and will absorb £12,500, the balance of £10,827 to be carried forward. It having become evident that the negotiations which the Corporation had in hand and in contemplation would require such unremitting personal attention as could not possibly be expected from the Corporation's joint agents, the Hongkong and Shanghai Banking Corporation and Messrs. Jardine, Matheson and Co., the directors, with the approval of the joint agents, concluded an arrangement with Mr. J. O. P. Band, late secretary of the Municipal Council of Shanghai, to become the representative of the Corporation in China and devote his special abilities chiefly to negotiations with the Chinese in regard to pending and new business, the joint agents, while co-operating with and supporting him, being relieved of these particular duties. Mr. Bland commenced his services in April last and has been closely engaged, chiefly in Peking, upon the negotiations for the Canton-Kowloon Railway Loan and lately for the balance of the Shanghai-Nanking Railway Loan. The agreement for the former was signed on 10th ult. and the Imperial Edict in ratification is expected by the end of the month. The Corporation's offer for the balance of the Shanghai-Nanking Railway Loan has also been accepted and our representative will now be free to negotiate for other business, including the final agreement for the Soochow-Ningpo Railway Loan, and also to give his attention to the Ningpino Coal Concession, in regard to which no progress can be reported.

THE DUKE OF CONNAUGHT'S WANDERINGS.

The Duke of Connaught's forthcoming visit to Ceylon, Hongkong, Singapore, and Canada will add some more thousands of miles of travel to his Highness's already big record. The Duke, who will be accompanied by the Duchess and by Princess Patricia, is certain of a gratifying reception, for he is one of the great favourites of the Royal Family. Whenever there is a tactful mission to be accomplished it generally falls to the lot of the Duke of Connaught to bring it to a successful issue. He has made himself as popular in Egypt and India, Africa and Afghanistan, Spain and Malta as in the United Kingdom. The secret of this popularity is his frankness and manliness. He never patronises, but lives up to the motto of "Noblesse oblige." While attending some army manœuvres in Wiltshire he was approached by a journalist, who believed in getting his facts from headquarters. A little while later the journalist addressed a colleague: "Well, people may say what they like about princes getting the credit of other men's knowledge. Just look at these notes—the Duke gave me all this information off-hand, without referring to a living soul." And he showed how the Duke had accounted for the disposition of every unit under his command. But this is not the first journalist the Duke of Connaught has befriended.

The characteristic "bonhomie" and good nature of the Duke were amply illustrated during the late war. With what Gilbert calls "the crash of the brass and beat of the drum" a number of troops were departing from Nine Elms Station, and the Duke, in mufti, was a keen spectator of the scene. A diligent reporter, anxious that his paper should possess a full list of those present, approached the Duke, innocent of his identity, and made many personal inquiries, all of which were answered correctly. Then the journalist inquired if the Duke of Connaught had not been expected also. The Duke smilingly replied, "Well, you may put my name down if you like; but, please, don't say I was wearing a gorgeous uniform."

Some time ago, while the Duke was at Aldershot, an officer riding past a plantation, saw that the undergrowth was on fire. In a few minutes he had secured the help of a dozen men, and, between them, the flames were mastered in a few minutes. Then the officer turned to thank the men—more especially one who had practically led the work of extinguishing. He called him forward, and the smoke-grimed, perspiring fireman was none other than his Royal Highness the Duke.

Once, at Windsor, the Duke stopped a private in the Guards, who, although an excellent soldier, was generally the reverse of smart in his appearance. The Duke spoke kindly enough, but the man was nervous, and stammered out a confused apology. Every second word was affixed by "Your Rile Ighness!" which came out with awed impetuosity. The Duke listened good-humouredly for a few minutes, and then said, "That'll do, Smith, and in future, remember, not so much of the 'Rile 'Ighness,' and a little more of the pipe-clay!" Private Smith's regeneration set in from this date.

The Duke's military training has made him the reverse of fastidious. Once he and the Duchess and their children arrived at Bournemouth on a visit to a local grandee. The excitement of the event was too much for the host's powers of organisation, and the carriages for the guests were not only sent to the wrong station, but, to make matters worse, were dispatched at the wrong hour. The Duke grasped the situation in a moment, and with the Duchess and their children, quietly boarded a penny bus going in the direction of their host's residence. No one suspected the identity of the passengers, and the tickets were "punched with care," to the infinite amusement of the Royal travellers.

No one in an official position pardons a breach of etiquette more readily than the Duke of Connaught. Once—during the late Queen's lifetime—he was asked to attend a function presided over by a very short-sighted bishop. His Royal Highness arrived very late, and pleaded, by way of excuse, that he had been in attendance on his mother. "Quite right, quite right," murmured the bishop affably; "a man's first duty is to his parents. And how is the dear old lady? Remember me to her, won't you? Quite right, quite right!" The Duke only smiled and bowed. When he had withdrawn from the function, the bishop asked his chaplain: "Who was that?" "The Duke of Connaught, my lord," was the chaplain's horrifying answer.

Part of the Duke's career was spent as Lieutenant-Colonel of the 1st Rifle Brigade, and, when he was raised to that position the late Queen commanded that he should only be saluted as a regimental officer, and not as a member of the Royal Family. On one occasion, however, an Irish sentry, seeing the Duke and Duchess approaching, turned out the guard and gave the Royal salute. Much annoyed H.R.H. proceeded to give the sergeant in charge a piece of his mind, when the quick-witted Irishman said, in the richest brogue: "The guard, sorr, is out for Her Royal Highness, who, as a mimber av th' Royal Family, is entitled to it." The sentry's mistake was therefore cleverly covered.

Once the Duke was driving from Killarney to visit Sir Maurice Fitzgerald at Valencia. At a picturesque little spot named Glenbeigh an old Irishman was tramping up the hill, evidently in as great distress as is proverbial in "the distressful country." As Pat seemed sore-footed, His Royal Highness, with his customary kindness of heart, promptly offered him a lift, which was thankfully accepted. Mounted on the box at the side of the coachman, the jehu asked him if he knew who his benefactor was. "I expect," said Pat, "that he is some commercial traveller from th' number av his traps." The driver quickly disillusioned the unconscious Irishman, telling him that he owed his good fortune to "the Queen of England's son." At once the tried wayfarer turned to the Duke, and, in a bewildered fashion, begged "his Holiness's" pardon. He did not retain his fear long and in the journey over the mountain Pat acted the part of a humoursome guide. The Duke made no secret of the fact that he had enjoyed the journey with his promiscuous companion, who went away lighter in mind but heavier in pocket; and the old Irishman still recounts with unctious embellishments the adventure of his life. When the Duke of Connaught returns to England after his circuitous trip he will probably follow the example of the Prince of Wales and enrich the "Zoo" with another miniature menagerie.—*M.A.P.*

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

The local Superintendent informs us that at the 66th ordinary general meeting of the Peninsular and Oriental Steam Navigation Company to be held on the 11th December, the directors, after providing for the usual dividend at the rate of 5 per cent. per annum on the preferred stock, will recommend a dividend on the deferred stock of 6½ per cent. for the six months, and a bonus of 3 per cent. making, with the interim dividend of 3½ per cent. paid in June, a total distribution on the deferred stock of 13 per cent. for the year. This return will therefore be equal to 9 per cent. per annum on the paid up capital of £2,320,000.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—National Banks $47, Union Insurance $760, China Fires $93, H.K., C. & M. Steamboats $27, Kowloon Wharves $94, Hongkong Lands $106, Humphreys Estate $11½, Dairy Farms $16, Cements $20½, Electrics $15½, Watsons $11½, Kowloon Lands $37.

Sellers:—Hongkong Banks $825, Canton Insurance $297½, Hongkong Fires $335, Indo-China $14, China and Manilas $21, Douglases $37, Shell Transports 30/-, China Sugars $130, West Points $50, Hongkong Cottons $13, China Borneos $10, Ices $235, Ropes $22, Powells $8.

Sales:—Raubs $8½, Hongkong Lands $106.

Nominal:—Hongkong Docks $145, Shanghai Docks Tls. 107, Hongkew Wharves Tls. 235, Hongkong Hotels $112½, China Providents $9½, Tramways $215, China Light and Powers $10.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/3
Do. demand	2/3 1/16
Do. 4 months' sight	2/3½
France—Bank T.T.	2.84
America—Bank T.T.	54½
Germany—Bank T.T.	2.30½
India T.T.	166½
Do. demand	167
Shanghai—Bank T.T.	73
Singapore T.T.	¾ % prem
Japan—Bank T.T.	110½
Java—Bank T.T.	135½

Buying

4 months' sight L/C.	2/3 11/16
6 months' sight L/C.	2/3 13/16
30 days' sight San Francisco & New York	55½
4 months' sight do.	56½
30 days' sight Sydney and Melbourne	2.3 15/16
4 months' sight France	2.89
6 months' sight "	2.90½
4 months' sight Germany	2.36½
Bar Silver	32 5/16
Bank of England rate	6 %
Sovereign	8.86

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 29th December, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A QUANTITY OF SUPERIOR EMBROIDERED SILKS, Comprising:— TABLE COVERS, WALL HANGINGS, BED COVERS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th December, 1906. [1240

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 3rd January, 1907, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, FOUR MOTOR BOATS (more or less damaged)

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th December, 1906. [1243

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY, the 4th January, 1907, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns, 65 Bales PAPER.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th December, 1906. [1244

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 5th January, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising:— DOUBLE and SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, WRITING TABLES, TEAKWOOD SIDEBOARDS and DINNER WAGGONS with GLASS, MARBLE-TOP WASHSTANDS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.; ALSO A quantity of CANTON CARVED BLACKWOOD WARE; AND One GENT.'S BICYCLE, English-make (almost new).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th December, 1906. [1245

To-day's Advertisements.

A LADY ASSISTANT.

WANTED IMMEDIATELY FOR CAFE WEISMANN.

Please apply personally to— H. WEISMANN, Café Weismann.

Hongkong, 27th December, 1906. [124

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, VIA JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

THE Steamship

"KASATO MARU," 6,000 tons, Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSDA, Manager, York Building.

Hongkong, 27th December, 1906. [1248

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *India*.

From Australia, *ex* S.S. *Himalaya*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1906. [4

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO', ANTWERP, LONDON AND STRAITS.

THE Company's Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Plate Cuttings, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd January will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW.

Hongkong, 26th December, 1906. [1241

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 29th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 27th December, 1906. [1242

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG"...1,238...H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey..$5 {(Servant excluded).

Meals.....$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1071

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED ASSORTMENT.

MUSIC.

Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [38

UNSURPASSED FOR QUALITY AND CONDITION.

HALL'S 'BOAR'S HEAD' BRAND.

GUINNESS'S EXTRA FOREIGN STOUT.

BASS'S INDIA PALE ALE

(RED TRIANGLE).

THE VERY FINEST PRODUCTIONS OF THE CELEBRATED BREWERIES OF

Messrs. A. GUINNESS, SON & Co., Ld., Messrs. BASS & Co., Ld.

IN CASES QUARTS, PINTS, AND SPLITS.

PRICE LIST ON APPLICATION.

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

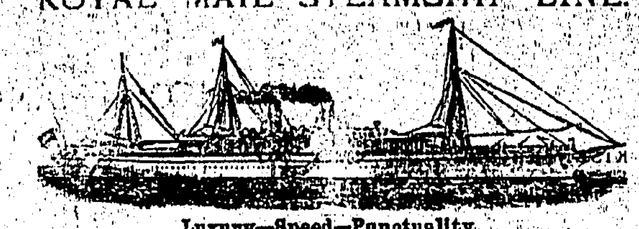
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th December, 1906. [1

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, January 9th	February 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPRESS OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882	WEDNESDAY, February 20th	March 16th
"EMPRESS OF JAPAN"	6,000	THURSDAY, March 14th	April 1st

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, 20th December, 1906. *Corner Pedder Street and Praya.* [13

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE	*FAUSANG*	FRIDAY, 28th Dec., 3 P.M.
MANILA	*LOONGSANG**	FRIDAY, 28th Dec., 4 P.M.
SHANGHAI	*CHOYSANG* †	TUESDAY, 1st Jan., Daylight.
SINGAPORE, PENANG & CALCUTTA	*KUMSANG**	THURSDAY, 3rd Jan., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th December, 1906. [6

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
SHANGHAI, TSINGTAO and CHEFOO	"YINGCHOW"†	28th December, 4 p.m.
CEBU and ILOILO	"KAIFONG"*	28th " "
SHANGHAI	"SHAOHSING"†	29th " "
YOKOHAMA and KOBE	"CHINGTU"	30th " Daylight.
MANILA	"TAMING"*	2nd January, 4 p.m.
SHANGHAI	"YOCHOW"†	4th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"*‡	5th " "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th December, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess carried.**—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	FRIDAY, 28th Dec., at 5 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th December, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship — About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906. [8

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, saloons, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, throughtickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SILESIA ..... 2nd January.	ANDALUSIA ..... 3rd January.
SCANDIA ..... 1st February.	HOHENSTAUFEN ... 11th January.
HABSBURG ..... 3rd March.	AMBRIA ..... 15th January.
RHENANIA ..... 1st April.	SPEZIA ..... 25th January.
	SILESIA ..... 8th February.
	FOR NEW YORK.
	VANDALIA ..... 5th January.
	NUBIA ..... 29th January.

Hongkong, 24th December, 1906. [1138

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. E. Gentles, will be despatched for the above Ports, TO-MORROW, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 27th December, 1906. [1214

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO', ANTWERP AND LONDON.

THE Steamship

"CARNARVONSHIRE,"

Captain G. W. Jackson, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st December, 1906. [1227

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st December, 1906. [4

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 20th of December, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of December, at 9.30 A.M.

All Claims must reach us before the 4th of January, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 20th December, 1906. [5

Consignees.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Cordonan*, from Havre ex s.s. *Cordonan*, and from Bordeaux ex s.s. *Ville de Dunkirque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st January, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st January, 1907, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 28th December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th December, 1906. [11

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"RAS BERA,"

Captain Morris, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th December, 1906. [1233

THE H. A. L. Steamship

"SPEZIA,"

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th December, 1906. [1219

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 29th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on 9th February, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th December, 1906. [4

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "YARRA,"

Captain Sellier, will be despatched for MARSEILLES on TUESDAY, the 8th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* .....22nd January, 1907.
S.S. *OCEANIEN* ..... 5th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 26th December, 1906. [11

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
*Pleiades** ...	3,753	F. G. Purington	3rd Jan.
*Lyra**	4,417	G. V. Williams	9th Jan.
Shawmut ...	9,606	E. V. Roberts	23rd Jan.
*Hyades**	3,753	J. Alwen	30th Jan.
Tremont	9,000	T. W. Garlick ..	——

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

(Queen's Buildings.
Hongkong, 27th December, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" .....19th January, 1907.
S.S. "SIKH" ..... 9th February.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 26th December, 1906.

CHEQUES AS RECEIPTS.

The subjoined extract is from *The Times*:—

In an action tried on Wednesday last in Lambeth County Court his Honour Judge Emden is reported to have delivered himself of a dictum which, if acted upon by other county court judges, would produce complications, and would in the end, and indirectly, unravel the cause list. A tailor sued for clothes sold and delivered. The defence was payment by cheques, which cheques, according to the defence, the plaintiff had not acknowledged with receipts. Defendant produced his cheques, which his bankers had cashed, endorsed by plaintiff. In one instance he actually produced a cheque for an amount identical with that booked by plaintiff against him and corresponding in date. There does not seem to have been any counter suggestion or evidence on plaintiff's behalf that this coinciding cheque to plaintiff's order had been paid to plaintiff for any purpose. Eventually his honour gave judgment for plaintiff, if he had elected to do so, finding a fact that he simply declined to be convinced of the genuineness of the cheques and of their destination, his judgment even if curious would have been unassailable in principle. But his honour is reported to have given as the reason for his judgment that "defendant did not produce receipts, and that people who did not insist on obtaining almost always suffered." This dictum is dangerous, not to say unsound, as to the rule of law which it tacitly implies and instructs to the layman—to wit, that a debtor can (legally) claim a receipt. This he cannot do; the payee possibly cannot be compelled to put pen to paper to acknowledge payment. All that the debtor can do, if he distrusts the creditor, is to decline to part with cash, save in exchange for receipt, and to leave the creditor to seek his remedy by action. Thus when the suit has begun, if the debtor pays at once into court the bare debt, minus costs, and asks for judgment accordingly, he will, if his version is credited by the court, surely obtain an order saddling the shifty creditor with all costs of both parties. We do not know of any judge, superior or inferior, who, crediting such facts, would order otherwise. As a matter of fact, cheque to order of creditor, with correspondence as to claim and date, has always been accepted by the courts as *prima facie* evidence of liquidation, requiring counter explanation from the creditor. The mischief of Judge Emden's reasoning is that alternatively shifty creditors will see the policy of declining to acknowledge payments where such reasons are held by judges: and where similar tactics are attempted and are foiled by the resource of defied debtors which we have sketched, the cause list will be wantonly swelled and judicial time wasted in trying issues of fact, not whether undisputed debt existed, but whether there has been a tender and a refusal of receipt.

It may be that Judge Emden had in his mind sect. 103 of Stamp Act, 1891, sub-sect. 7. But, firstly, though most readers interpret this as subjecting—unconditionally—to a £10 penalty, a creditor who, receiving £2 and upwards, "refuses to give a stamped receipt"; there are some who think the section too vague, and, possibly, inapplicable to a point-blank refusal in such a case to give any receipt at all, even unstamped. Anyhow, there has been no superior court ruling hereon that we know of. Further, if a creditor simply omits to reply to a letter enclosing payment, and which asks for acknowledgment, this omission does not amount to specific "refusal," and does not bring this subsection to bear on it. Yet this "omission" to acknowledge was just what occurred in the recent case to which we refer, and, if the creditor could be believed, as by Judge Emden, when repudiating later the reference of the cheque to the debt in county court, he might be equally believed when similarly repudiating in reply to a personal call from the debtor, with *viva voce* request for receipt for the previously remitted amount. Last of all, in no case does the sub-section apply to receipts for less than £2, so that a creditor can always defy a debtor's demand for receipt for such petty sums, and can, according to Judge Emden's dictum, still sue for money already paid, and win.

HUMOURS OF DUELLING.

A SOCIALIST EDITOR WHO FINDS THE CODE A NUISANCE ON HIS WORK.

Several times since his accession to the Pontificate Pius X. has expressed his great interest in the anti-duellist movement which was inaugurated a few years ago in Austria, and has since been taken up, though with scant results, in Italy. Last year several fatal duels were fought, and several scores of duels in which one of the combatants was more or less seriously wounded, yet only in one case did the Italian courts take cognisance of the crime. But a very important step in the right direction has been taken this week in Rome as the result of a series of curious incidents.

A Mr. X, of the Socialist organ *Avanti*, wrote some scurrilous nonsense about Queen Margarita; a Mr. Y. of the *Giornale d'Italia* denounced X. as a blackguard, and declared that he was unfit to shake hands with. X. promptly challenged Y. to fight a duel, after resigning his position on the *Avanti*, because the Socialists profess to discountenance duelling. On the appointed morning the principals, with their seconds and doctors, met outside the Porta San Pancrazio, but after tilting at each other for an hour or two with swords without effect they got tired and put off the battle till the next morning.

The next morning X. managed to jab Y. in such a satisfactory manner that the seconds declared that honour was satisfied. That being so, of course X. ceased to be a blackguard in the eyes of Y., who was immediately embraced by his former foe with great affection, and the two have been on excellent terms since. Naturally X. then returned to his desk at the *Avanti* and became a first rate Socialist again. But he was a little peevish.

Down in Naples there is a fiery editor, the *Mattino* whose name is not Z. He said some

wrote about X.'s attack on the Queen and his duel with Y. Z. was not satisfied, so he took the train for Rome and went after X. without delay. He found him in that favourite haunt of politicians, artists and journalists, the Café Aragno on the Corso. Z., after carefully eyeing his man, made a sudden rush at him with a stick, but he had forgotten to note that X. was surrounded by a group of burly friends, and before the unfortunate Z. knew anything he was lying on the floor under a large assortment of broken cups and saucers and fragments of marble table, literally dyed in his gore. He is now in hospital, but hopes to be able to fight soon his duel with X. X. will again cease temporarily to be a Socialist editor while he and Z. are trying to wound each other.

When one of them has succeeded in this noble object, honour will once more be perfectly happy. X. will recommence his article about the Queen, and Z. will resume the pen which is mightier than the sword. This foolery would not deserve mention but that it has a very interesting sequel which will certainly give pleasure to the Holy Father.

A number of very prominent persons in Rome—Generals, Senators, Deputies, lawyers, &c., of all shades of political opinion—have formed themselves into a jury for deciding all so-called questions of honour. When a dispute arises between two individuals, either may select two members of the jury as judges; they will invite his adversary to select two others, and the four will select a fifth. The case will be tried on its merits by the five. If one of the parties refuses to appoint jurors the other may nominate four instead of two. The decision of the jury will be final, and in no case will it involve or countenance in any way a duel between the parties.—*The Tablet.*

STRANDED IN THE STRAITS OF SUNDA.

AWARD FOR SALVAGE SERVICES.

In the Admiralty Division on the 19th ult. Sir Gorrell Barnes (President), sitting with two of the Elder Brethren of the Trinity House, tried an action brought by the owners, master, and crew of the steamship *Laertes* to recover salvage for services rendered to the *Simla*, her cargo, and freight off Thwartway Island, Straits of Sunda, Java Islands, on March 25, 1905.

The *Laertes* is a steel screw steamship 381 ft. long, of 4,541 tons gross and 2,904 tons net register, and at the time she rendered the services was on a voyage from Java to Amsterdam with a general cargo and 57 steerage passengers. The *Simla* is a four-masted steel barque of 2,807 tons net and 2,214 tons gross register, and when the services were rendered to her was on a voyage from Hongkong to Woolwich with a cargo of Admiralty stores, consisting of cordite and explosives of all kinds, from 12in. shells to small arm ammunition,

On March 15 the *Simla* had got becalmed near Thwartway Island, and having been caught by the current which runs strongly in that locality was unable to get away, and after dropping her anchor was dragging gradually nearer the shore, and when the *Laertes* came up at 11-40 a.m. on March 25, the stern of the *Simla* was only about 200 ft. away from a 9 ft. coral patch.

I WANT ASSISTANCE.

Those on board the *Laertes*, seeing the signals of the *Simla*—Y.E. (I want assistance) and X.K.D. (Will you take me in tow?)—bore down on her, and it was ultimately agreed that the *Laertes* should try and tow her away. The chief officer of the *Simla* had been sent away in a boat three days before to get assistance, but when the *Laertes* arrived had not returned. The strength of the current rendered the passing of the hawsers very difficult and dangerous, but it was accomplished about 5.15 p.m., and the *Simla* was brought safely to an anchor off Anjer at 6.30 p.m. The plaintiff alleged that they had saved the *Simla* from certain total loss. The value of the *Laertes*, which was uninsured, and her cargo and freight was £150,000; the value of the *Simla* was £12,000, the value of her cargo £188,881, and of her freight £582.

Mr. Laing, K.C., and Mr. A. D. Bateson appeared for the plaintiffs; Mr. Aspinall, K.C., and Mr. J. B. Aspinall appeared for the defendants; Mr. W. Wills held a watching brief on behalf of the Admiralty.

ADMIRALTY'S IMMUNITY.

During the course of the case counsel for the plaintiffs stated that the value on which they could recover salvage was only £12,582; for the cargo, which worth £188,882, was the property of the Admiralty, and it was impossible to make them pay any salvage as of right.

The President.—That fact creates a difficulty for the plaintiffs ran some risk in salving the ship by reason of the presence of the cargo. Is the Admiralty in a position to leave the whole matter to the Court?

Mr. Wills.—No, that cannot be done, but the practice is for the Admiralty to refer such questions as this to an arbitrator, while reserving all their rights; such an agreement will be entered into in this case.

THE JUDGMENT.

The President, in giving judgment, after stating the facts, said that it was obvious that if the Court were dealing with the whole property saved a very large sum would have to be given, as there was little doubt that but for the services the *Simla* and her cargo would have been totally lost. Salvage, however, could only be awarded against the ship and her freight, the value of which was £12,582. The service was a good one well rendered in difficult circumstances, and he should award the sum of £1,500, which would be apportioned £1,100 to the owners, £125 to the master, and £275 to the crew, those who went in the boat to receive double shares, and the navigating officers to share at the same ratings as the engineer officers.

Shipping.

Arrivals.

Krin, Swed. s.s., 69, G. Petterson, 2 th Dec., —Haiphong 22nd Dec., Gen.—Aagaard, Thoresen & Co.

Knutsford, Br. s.s., 2,484, A. Richardson, 25th Dec.,—Kutchinotzu 20th Dec., Coal.—D. & Co., Ld.

Lightning, Br. s.s., 2,122, J. G. Spence, 26th Dec.,—Calcutta 9th Dec., Penang and Singapore 20th, Gen.—D., S. & Co., Ld.

Choysang, Br. s.s., 1,424, A. E. Sandbach, 26th Dec.,—Shanghai and Swatow 21st Dec., Gen.—J., M. & Co.

Petnonia, Rus. s.s., Smithbeck, 26th Dec.,—Nagasaki 19th Dec., Ballast.—M. & Co.

Joshin Maru, Jap. s.s., 702, H. Ohta, 26th Dec.,—Swatow 25th Dec., Tea and Gen.—O. S. K.

Hopsang, Br. s.s., 1,159, J. M. Hay, 26th Dec.,—Hongay 22nd Dec., Coal.—J., M. & Co.

Glenlochy, Br. s.s., 2,999, E. J. Stallard, 26th Dec.,—London 31st Oct., Gen.—McG. Bros. & Gow.

Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 26th Dec.,—Haiphong and Hoihow 25th Dec., Gen. and Pigs.—J. & Co.

Standard, Nor. s.s., 894, H. N. Bull, 26th Dec., —Iloilo 21st Dec., Sugar and Wood.—Aagaard, Thoresen & Co.

Kabasuto Maru, Jap. s.s., 2,195, Kyashimatsu, 26th Dec.,—Moji 21st Dec., Gen.—Fukusei & Co.

Feiching, Ch. s.s., 984, Spedding, 26th Dec.,—Canton 26th Dec., Gen.—C. M. S. N. Co.

Frigga, Nor. s.s., 64, C. Bergh, 26th Dec.,—Canton 26th Dec., Ballast.—M. B. K.

Johanne, Ger. s.s., 9-2, Ipland, 26th Dec.,—Haiphong 24th Dec., Rice and Gen.—J. & Co.

Tolsjo, Nor. s.s., 1,040, C. Bertzen, 26th Dec., —Port Louis (Mauritius) 29th Nov., Sugar. —Order.

Rinjun Maru, Jap. s.s., 2,980, G. S. Lapraik, 27th Dec.,—Bombay and Singapore 20th Dec., Gen.—N. Y. K.

Hakata Maru, Jap. s.s., 3,819, T. Murai, 27th Dec.,—London 17th Nov., Gen.—N. Y. K.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 27th Dec.,—Foochow 24th Dec., Amoy 25th, and Swatow 26th, Gen.—D., L. & Co.

Kwanglee, Ch. s.s., 1,468, R. Lincoln, 27th Dec.,—Canton 26th Dec., Gen.—C. M. S. N. Co.

Kiang Ching, Ch. s.s., 1,022, Brissander, 27th Dec.,—Canton 26th Dec., Gen. Kwong Man Wo.

Shaohsing, Br. s.s., 1,307, F. D. Northcombe, 27th Dec.,—Canton 26th Dec., Gen.—B. & S.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 27th Dec.,—Manila 24th Dec., Gen.—B. & S.

Kowloon, Ger. s.s., 2,326, H. Stehr, 27th Dec., —Chinkiang (Yangtsze) 24th Dec., Gen. and Oil.—S. & Co.

Varg, Nor. s.s., 874, H. Braarud, 27th Dec.,—Chinkiang 22nd Dec., Gen.—Order.

Madeleine Rickmers, Ger. s.s., 1,020, S. Simonsen, 27th Dec.,—Bangkok 15th Dec., Gen.—B. & S.

Delta, Br. s.s., 4,743, C. L. Daniel, 27th Dec.,—Bombay 12th Dec., and Singapore 22nd, Mails and Gen.—P. & O. S. N. Co.

Delhi, Br. s.s., 4,783, J. D. Andrews, R.N.R., 27th Dec.,—Shanghai 25th Dec., Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Sothu Maru, for Swatow.
Frigga, for Bangkok.
Kwangtse, for Shanghai.
Kaiching, for Chinkiang.
Yingchow, for Shanghai.
Provident, for Canton.
Oriel, for Calcutta.
Salazie, for Shanghai.
Euphrate, for Shanghai.
Hakata Maru, for Kobe.
Rinjun Maru, for Kobe.
Kamakura Maru, for Singapore.
Prometheus, for Swatow.
Choysang, for Canton
Newby Hall, for India.
Feiching, for Shanghai.
Petnonia, for Singapore.
Kowloon, for Canton.
San Fat On, for Canton.
Delta, for Shanghai.

Departures.

Dec. 27.

Yawata Maru, for Japan.
E. Franz Ferdinand, for Singapore.
Hsin Kong, for Canton.
Kumano Maru, for Singapore.
Choysang, for Canton

Passengers arrived.

Per *Joshin Maru*, from Swatow—Mr. S. Usa.

Per *Choysang*, from Shanghai, &c.—Messrs. Sheppard and Alcock.

Per *Haiching*, from Coast Ports—Dr. C. T. Kew, Mr. Shinjo, and 77 Chinese.

Per *Lightning*, from Calcutta, &c.—Mrs. G. E. Armstrong, Miss Howard, Mr. J. D. Murray, Mrs. H. Hardy, 891 Chinese, 1 Japanese, and 12 Indians.

Per *Taming*, from Manila—Dr. Geo. E. Stallman, Misses Robbins, Polk, and Mr. Meadowcroft.

Per *Delhi*, from Shanghai for Marseilles—Mr. Peine. For Bombay—Messrs. A. T. A. Ebrahim and Nasirawalla. For Singapore—Mr. J. Matheson, and Capt. Stockley. For Hongkong—Messrs. E. Murphy, H. Allen, F. G. Godden, Major and Mrs. Peters, Messrs. R. P. Tilby, F. Pollock, L. Gaikwad, Tennant, Klammer, and 11 Indian. From Kobe for Marseilles—Mr. W. H. and Miss Gill. From Yokohama for New York—Messrs. J. T. Brown and C. D. Allen.

Per *Delta*, from Bombay, &c.—Major and Mrs. Foster, Mr. and Mrs. Jay, Mr. and Miss Jay, Jr., Mr. and Mrs. Alexander, Mr. Elives, Capt. Fielder, Dr. G. Thompson, Mr. F. B. Richards, Mrs. Hardy, child and infant, Messrs. Macghee, E. B. Jones, A. Brandis, Sergt. and Mrs. Lambden and child, Messrs. P. E. Williams, A. V. Pitcairn, Mrs. and Miss Abbott, Messrs. McCullock, W. A. Pope, H. Edge, Mrs. Thomas and infant, Mr. Cabershaw, Mrs. Matt. Smith, Mrs. Duncan, Messrs. A. H. Ashton, C. Watkins, Dr. J. A. Churchill, Dr. Keith, Messrs. J. Knox, J. H. Rogers, Koon Tin and native servant, G. Reader and native servant, Khan, Haleem, and 2 Sorters.

Passengers departed.

Per *Tango Maru*, for Seattle—Messrs. Melchers Ahrens, Wai Ying Hi, Tachiki, Katayama, Yamanoi, Kajimura, Ichimura, E. Ferrarri, L. Persico, N. Lahiru, R. Ramon Shie, S. Benory, Funkunjar, Tolarum, Futui, I. Takeichi, Shiraichi and J. M. Rosa Pereira.

Shipping Reports.

Str. *Lightning* from Calcutta:—Strong NE. monsoon.

Str. *Knutsford* from Kutchinotzu:—Strong N'ly winds throughout.

Str. *Choysang* from Swatow:—Moderate wind, moderate sea and rainy weather throughout.

Str. *Hopsang* from Hongay:—There to Hainan Straits dull, misty weather, fresh NE. wind, thence to port heavy NNE. gales and high sea.

Str. *Rinjun Maru* from Bombay, etc.:—Left Singapore on the 20th inst. p.m., experienced moderate N'ly winds with overcast sky to WN, from thence to port strong monsoon with nearly squall and high sea.

Vessels in Port

STEAMERS.

Arratoon Apcar, Br. s.s., 2,931, A. E. Gentles, 19th Dec.,—Calcutta via Penang and Singapore 11th Dec., Gen.—D. S. & Co., Ld.

Borneo, Ger. s.s., 1,344, F. Sembill, 22nd Dec., —Sandakan 19th Dec., Timber and Gen. —M. & Co.

Cambodia, Ger. s.s., 3,570, Th. Dahlenbory, 11th Dec.,—Singapore 1st Dec., Gen.—M. & Co.

Chip Shing, Br. s.s., 1,199, G. S. Weigall, 21st Dec.,—Canton 20th Dec., Gen.—J., M. & Co.

Chunsang, Br. s.s., 1,417, R. Cox, 21st Dec., —Sourabaya 10th Dec., Sugar.—J., M. & Co.

Empress of China, Br. s.s., 3,036, R. Archibald, R.N.R., 16th Dec.,—Vancouver, B.C., 27th Nov., and Shanghai 13th Dec., Mails and Gen.—C. P. R. Co.

Euphrate, Fr. s.s., 4,429, Leparelli, 24th Dec.,—Singapore 19th Dec., Gen.—M. M.

Fausang, Fr. s.s., 1,410, Wheeler, 14th Dec.,—Sourabaya 4th Dec., Sugar.—J., M. & Co.

Fukuru Maru, Jap. s.s., 3,139, K. Mori, 6th Dec.,—Moji 1st Dec., Coal.—M. B. K.

Inga, Nor. s.s., 578, Spinnange, 21st Dec.,—Canton 20th Dec., Coal.—A., K. & Co.

Kaifong, Br. s.s., 986, E. Finlayson, 22nd Dec., —Cebu and Iloilo 18th Dec., Sugar and Hemp.—B. & S.

Kamakura Maru, Jap. s.s., 3,798, H. Fraser, 25th Dec.,—Yokohama via Kobe, Moji and Shanghai 12th Dec., Gen.—N. Y. K.

Korea, Am. s.s., 5,051, S. Sandberg, 19th Dec., —San Francisco 20th Nov. and Shanghai 16th Dec., Mails and Gen.—P. M. S. S. Co.

Kumsang, Br. s.s., 2,078, E. J. Buller, 16th Dec.,—Calcutta via Penang and Singapore 8th Dec., Gen.—J., M. & Co.

Kweilin, Br. s.s., 1,072, Hards, 21st Dec.,—Canton 20th Dec., Gen.—B. & S.

Lisa, Swed. s.s., 968, H. Horndahl, 16th Dec., —Probolingo (Java) 3rd Dec., Sugar.—S., W. & Co.

Loongsang, Br. s.s., 1,092, A. G. Smith, 24th Dec.,—Manila 21st Dec., Gen.—J., M. & Co.

Loosok, Ger. s.s., 1,020, G. Schultzen, 20th Dec.,—Bangkok 10th Dec., and Swatow 19th, Gen.—B. & S.

Loyal, Ger. s.s., 1,237, F. Natzins, 21st Nov.,—Bangkok 9th Nov., Rice and Gen.—S., W. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores —Admiralty.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

Newby Hall, Br. s.s., 2,840, A. Buck, 3rd Dec., —New York 11th Oct., Case Oil.—Order.

Nissin Maru, Jap. s.s., Iwata, 5th Dec.,—Swatow 3rd Dec., Ballast.—M. B. K.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Petchaburi, Ger. s.s., 1,373, Gosewisch, 24th Dec.,—Bangkok 16th Dec., Gen.—M. & Co.

Rubi, Br. s.s., 1,619, R. W. Almond, 24th Dec., —Manila 22nd Dec., Gen.—S., T. & Co.

Sandakan, Ger. s.s., 1,110, G. Weendig, 17th Dec.,—Sydney 23rd Nov., and Manila 14th Dec., Gen.—M. & Co.

Sarsogan, Am. s.s., 428, Vitteria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.

Sexta, Ger. s.s., 922, H. Kraefft, 9th Dec.,—Saigon 3rd Dec., Rice.—S. & Co.

Shahjehan, Br. s.s., 1,096, J. H. Scott, 6th Dec.,—Saigon 1st Dec., Rice, &c.—Wo Fat Shing.

Simongan, Dut. s.s., 1,200, Zuiderhoudt, 24th Dec.,—Samarang 12th Dec., Sugar.—Yuen Fat Hong.

Sullberg, Ger. s.s., 782, C. Luppi, 23rd Dec., —Canton 23rd Dec., Gen.—A. R. M.

Taikosan Maru, Jap. s.s., 3,216, U. Nagatsu, 19th Dec.,—Kuchinotzu 14th Dec., Coal.—M. B. K.

Tatsu Maru, Jap. s.s., 1,948, N. Yanagi, 14th Dec.,—Kobe 7th Dec., and Moji 9th, Matches and Gen.—Yee Hing Tai.

Telemachus, Br. s.s., 1,310, J. Williamson, 21st Dec.,—Saigon 16th Dec., Rice, Meal and Gen.—Chinese.

Tinhow, Br. s.s., 901, T. R. Kidd, 14th Dec.,—Saigon 8th Dec., Rice and Gen.—A., K. & Co.

Undine, Nor. s.s., 1,113, H. Thorkjornsen, 23rd Dec.,—Chefoo 17th Dec., Gen.—Aagaard, Thoresen & Co.

Victoria, Swed. s.s., 989, J. A. Hellberg, 14th Dec.,—Sourabaya and Samarang 30th Nov., Sugar, Molasses and Gen.—Aagaard, Thoresen & Co.

Yruna, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

E. B. Sutton, Am. ship, 1,639, Butmann, 22nd Dec.,—Haiphong 1st Dec., Ballast.—A., K. & Co.

Eskasoni, Br. ship, 1,670, Wm. McBurnie, 12th Oct.,—Manila 13th Sept., Ballast.—Order.

Prince George, bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.

Steamers Expected.

Vessels.	*From*	*Agents*	*Due*
America Maru.	Japan	T. K. K....	Dec. 31
Kutsang	Singapore .	J., M. & Co	Jan. 1
Prinz Heinrich.	Singapore .	M. & Co...	Jan. 2
Benarty	Singapore .	G., L. & Co	Jan. 2
Siberia	Japan	P. M. Co...	Jan. 7
Taiyuan	Sydney ...	B. & S.....	Jan. 14
Manila	Sydney ...	M. & Co...	Jan. 15

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

U.S.S. Pathfinder ...	at	Kowloon	Dock.
Heungshan	"	"	"
Huichow	"	"	"
Cheongshing	"	"	"
Monteagle	"	"	"
Sandakan	"	"	"
Sorsogon	"	"	"
Fronde	"	"	"
Sir Wm. Jervois	"	"	"
Kweichow	"	"	"
Z. Y. de Aldecoa	"	"	"
Germania	"	"	"
Sancheung	"	"	"
Korea	"	"	"
Chipshing	"	"	"
S. P. Hitchcock	"	Cosmopolitan	"
Hazel Dollar	"	"	"
Petrarch	"	"	"
Fausang	"	Aberdeen	"

Ships Passed The Canal.

3rd November—*Gnetsenau, Bingo Maru, Polynesian, Kanagawa Maru.* 6th November—*Ambria, China, Hohenstaufen, Cyclops.* 10th November—*Machaon, Nubia, Ocennien, Ping Suey, Slavonia.* 13th November—*Bundesrath, Suevia, Benavon, Sophia Rickmers, Christiania, Indrasamha, Prinz Eitel Friedrich.* 17th November—*Achilles, Glenlochy, Indramayo, Kintuck, Palermo, Yarra, Wakasa Maru, Radnorshire, Kawachi Maru, Sikh, Prinz Ludwig.* 20th November—*Bengloe, Silesia,* (Aus.) *Awaji Maru, Carnarvon, Senegambia, Rasbera.* 24th November—*Benlawers, Borneo, Kouang Si, Moyune, Patroclus, Tourane, Erroll, Castor, Longsor.* 27th November—*Benarty, Calchas, Glenesk, Mantua, Seydlitz.* 30th November—*Candia, Salazie, Hakata Maru, Awa Maru.* 4th December—*Oanfa, Oopack, Habsburg, Memnon, Nile, Princess Alice.* 8th December—*Alcinous, Australien, Dardanus, Java, Ilesia,* (Ger.) 11th December—*Benlarig, Glamorganshire, Macduff. Koranna.* 14th December—*Hudson, Oceanien, Shimosa, Roon, Sado Maru, Sanuki Maru.* 18th December—*Agamemnon, Glenturret, Kennebec, Persia, Saxonia.* 21st December—*Ceylon, Denbighshire, Deucalion, Telemachus, Tonkin, Nyanza, Riverton, Titan, Benvenus, Brisgavia.*

Arrivals at Rome—3rd November—*Prinz Heinrich, Saxonia.* 6th November—*Pelaus, John Hardie.* 10th Nov.—*Gnetsenau.* 13th November—*Atholl, Foxley, Telamon, Oceana, Albunga, Socotra.* 17th November—*Helvetia, Oceanien, Scandia.* 20th November—*Cyclops, Machaon, Bingo Maru.* 24th November—*Prinz Ludwig, Kawachi Maru.* 27th November—*Radnorshire, Tourane.* 30th November—*Silesia,* (Aus.) 4th December—*Kouang Si, Suevia, Panca.* 8th December—*Senegambia, Bengloe, Moyune.* 11th December—*Princess Alice, Benlawers.* 14th December—*Indramayo.* 18th December—*Habsburg, Calchas, Awa Maru.* 21st December—*Erroll, Longsor, Dardanus, Roon, Nile.*

Post Office.

A Mail will close for:—

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Kumano Maru*, 28th Dec., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 28th Dec., 11 A.M.

Macao—Per *Honam*, 28th Dec., 1.15 P.M.

Singapore, Penang and Calcutta — Per *Arratoon Apcar*, 28th Dec., 2 P.M.

Singapore—Per *Fausang*, 28th Dec., 2 P.M.

Manila—Per *Loongsang*, 8th Dec., 3 P.M.

Manila—Per *Rubi*, 29th Dec., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Delhi*, 29th Dec., 11 A.M.

Macao—Per *Honam*, 29th Dec., 1.15 P.M.

Shanghai—Per *Shaohsing*, 29th Dec., 3 P.M.

Yokohama and Kobe—Per *Chingtu*, 29th Dec., 5 P.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Yjimahi*, 30th Dec., 5 P.M.

Macao—Per *Honam*, 31st Dec., 9.A.M.

Europe, &c., India, *via* Tuticorin—Per *Prinz Eitel Friedrich*, and Jan., 1907, 11 A.M.

Manila, Simpsonhafen, Fr. Wilhemshafen, Herbertshohe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Sandakan*, 4th Jan., 1907, 11 A.M.

NEW YEAR'S HOLIDAYS.

Monday, the 31st Dec., 1906, and Tuesday, the 1st January, 1907, are observed as public holidays. The Post Office will be open from 8 a.m. until 9 a.m. There will be one delivery of letters and one collection as on Sundays. The Money Order Office will be entirely closed during the holidays.

The Parcel mail will be closed at 5 p.m., tomorrow, the 28th instant.

VISITORS AT THE HOTELS.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Anger, F. A. G.
Bogret, U.S.N., Dr. E.G.
Bogert, Mrs. E. S.
Bramley, Harry
Brownson, Miss
Bundy, Major & Mrs. O.
Colvin, B. F.
Cumming, —.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Fenn, Mr. and Mrs. H. C.
Fisher, E. E.
Graham, A. T.
Haner, L.
Holgate, H.
Hurley, Fred. C.
Inzenohl, C.
Jack, Mrs. C. M.
Jackson, Mrs. & child
Kimura, N.
Kofod, Capt. F.
Kullmann, H.
Legeune, Vice-Consul M.
Lichtenfels, Capt. and Mrs. Freiherr von Dalwigk Zu Manhim, H.
Nicholson, D. M.
Noroove, J.
Pattis, Dr. M.
Peacock, Miss Annie
Price, Lieut.-Comdr. C. R.
Price, Mrs. C. B.
Rozet, Mr. and Mrs. L.
Scripps, Miss E. V.
Sieling, H.
Silverstone, Mr. & Mrs. S.
Silverstone, M. L.
Simpson, James
Snowdown, Mr. and Mrs.
Spear, R.
Square, Miss N
Stevenson, Lt.-Comdr. and Mrs.
Tooker, Mrs. Geo. D.
Whitcomb, Miss C. E.
Williams, G.

HONGKONG.

Adams, F. R.
Armour, Mr. & Miss.
Bailey, W. S.
Bakes, A. S.
Battiscombe, H. G.
Beattie, R. B.
Bell, Mrs.
Bell, Misses (2).
Berthet, Miss M.
Biervliet, A. Van (Vice-Consul for Belgium)
Birbeck, R. J.
Birch, C. W. M.
Bird, H. W.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blanch, Mr. and Mrs. N. F.
Blass, A.
Blell, O.
Bloomfield, Mr. & Mrs. H.
Brighton, F. G.
Brighton, G. L.
Bronghall, Mr. & Mrs. L.
Campbell, L. F.
Carter, Mr. and Mrs. W. L.
Carter, A.
Chapman, H. K. V. C., Major A.
Chapman, B. F.
Chatham, Hon. & Mrs. W.
Chatham, Miss
Chichester, D. A. A. G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Christie, J. D.
Clark, U.S.A., Lt. F. W.
Clark, M. O.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng.-Lt. and Mrs.
Coloham, H. J.
Colvin, H. E.
Collins, W. F.
Connor, J. L.
Crook, A. H.
Cruickshank, A.
Davies, F. O.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. and Mrs. T. C. and infant
Duck, S. D.
Dunlop, G. A.
Dupree, W. S.
Einstmann, W.
Fairchild, H. J.
Fairfax, Sir James and Lady
Fairfax, Miss and maid
Fischer, R.
Fisher, H. G.
Fisher, Mrs. and Miss
Fletcher, H. L.
Franklin, C. B.
Frost, B. L.
Fuller, Stuart J., (American Vice Consul General)
Fuller, Denman
Funch, Mr. & Mrs. H.
Gibson, A.
Gore, Sir Ralph and Lady
Grant, A. W.
Griffith, Mr. and Mrs. F.
Guntzer, H.
Hartray, Mrs.
Hewett, Hon. E. A.
Hewett, Mrs. E. A.
Honeyman, R.
Ingold, Mr. & Mrs. F.
Inman, Capt. R.
Jacob, F.
James, Mr. and Mrs. D. R.
Judd, J. P. F.
Jones, Misses H. & M.
Joughin, J. C.
Krill, T.
Kunze, P.
Layard, L.
Leblond, P.
Lehrs, P.
Lewis, L.
Littler, C. A.
Logan, Mr. & Mrs. W.
Lucas, Col. and Mrs. and maid
Marriott, Dr. O.
Martin, Miss
Mellon, Mr. and Mrs.
Mills, U.S.A., General and Mrs. A. L.
Moore, S.
Moore, Dr. and Mrs. W. B. A.
Murray, J. D.
Neish, Mr. and Mrs. R.
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Nicholls, E. A.
Nunn, Mrs.
Packer, B. L.
Paine, A. E.
Peake, W.
Pearson, Mr. and Mrs. C. D.
Perkins, Mr. and Mrs. T. L.
Pfordten, A. R. Von der
Philpot, L. D.
Powell, W. A.
Preshaw, C. M.
Pritchard, H.
Reid, H. J.
Roach, Mrs. J. S. and child
Rowoldt, S. B.
Ruckdeschel, E.
Rutherford, Mr. & Mrs. N. H.
Sandes, Miss F. E.
Schween, R.
Searle, Rev. G.
Shepherd, Mr. & Mrs. E. Bruce
Skinn, A.
Soulby, T.
Spittles, J. S.
Stebbing, W. T.
Stephens, H.
Stewart, A. M.
Sutherland, P. D.
Thompson, A.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Toledano, Th.
Topliss, H. J.
Uffel, W. Von.
Unbehaun, C. H.
Ventris, Miss
Vincent, F.
Wakefield, Mrs. M.
Wall, Mr. and Mrs. J. and infant
Watjen, H.E.
Wilkinson, Dr. A. D.
Williamson, J.
Wills, F.
Wishart, J. B.
Wood, G. G.

PEAK.

Alexander, Lady
Austin, F.
Backhouse J.
Bolton, Mr.
Brayn, R. H.
Carruthers, E. S.
Chalmers, J. H.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Darling, Col.
David, A. J.
David, F.
Dixon, C. F.
Ellis, Mr. and Mrs.
Fowler, E. A. M.
Fraser, Lieut.
Gale, Capt. J. R.
Gelsthrope, Mr.
Greenhill, Mr.
Gregory, A.
Hazeland, F. A.
Hockaday, W. T.
Jacks, P.
Jeffries, H. U.
Jones, Patrick
Josling, Lt.-Col.
Joseph, Mr. and Mrs. E. S.
Kelsall, R.A., Major and Mrs.
Kent, R.A., Col. & Mrs.
Knight, C. C.
Long, E. P. H.
Miller, Mr.
Mitchell, R.
Moon, Mr. and Mrs.
Moreno, Mr.
Muhle, E.
Newman, Mr. and Mrs. B. L.
Painter, Major & Mrs.
Persico, Mr. and Mrs. R.
Phillips, Major
Potts, H.
Reid, R.A.M.C., Lt.-Col. J. M.
Riggs, Mr.
Rissland, Mr. & Mrs. H.
Sawer, Mrs. W. E.
Schmidt, Dr.
Seymour, Lt.-Col. and Mrs.
Sinclair, A.
Smith, A. Findlay
Tullidge, Mr.
Turner, R. R.
Vaughan-Lee, Mrs.
West, J. J.
White, Dr. and Mrs.
Wilder, A. P.
Williamson, Mrs.
Wilson, J. W.

CRAIGIEBURN.

Adams, Mr. and Mrs. R. J.
Dean, C. H.
Gaskell, Mr. and Mrs.
Pye, E. Bellamy, Messrs.
Smith, Mr. and Mrs. Grant
Smith, F. Grant
Smith, Percy
Soame, P.
Webb, Mr. and Mrs.

OCCIDENTAL.

Bindon, F. L.
Brown, Mrs. W. S.
Capell, Mr. and Mrs. J. R. and 2 children
Elton, H. A.
Frick, Otto
Gow, Mrs. W. and 2 children
Guertin, C. Y.
Hatje, Capt. R.
Lowe, J. C.
McInnes, J. H.
Muller, A.
Mulunnett, J. D.
Munro, Miss A.
Narraho, Miss A.
Pelham, Mr.
Piper, C.
Robertson, Mrs. C.
Robertson, Miss Kathl
Robertson, Master G.
Scott, G. L.
Scott, Miss H.
Scott, Mrs. L.
Simpson, Mr. and Mrs. T. K.
Whyte, Mr. and Mrs. R. and child

CHINA COAST METEOROLOGICAL REGISTER.

December 24th, 1906, a.m.

		Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	29.41	—	—	W	8 —
Hakodate	"	29.73	—	—	W	6 —
Tokio	"	29.91	—	—	SW	2 —
Kochi	"	30.15	—	—	SW	2 —
Nagasaki	"	30.27	—	—	N	2 —
Kagoshima	"	30.23	—	—	N	6 —
Oshima	"	30.20	—	—	N	8 —
Naha	"	30.21	—	—	N	8 —
Ishigakijima	"	30.21	—	—	NE	6 —
Chefoo	6 a.m.	30.35	25	100	W	2 b
Weihaiwei	9 a.m.	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—
Kinkiang	"	—	—	—	—	—
Shanghai	9 a.m.	30.55	33	—	NW	1 b
Gutzlaff	"	30.49	33	100	NW	4 cm
Sharp Peak	"	30.41	52	66	N	3 c
Amoy	6 a.m.	30.16	46	92	NE	5 or
Swatow	"	—	—	—	—	—
Taihoku	a.m.	30.33	—	—	E	4 —
Taichu	"	30.18	—	—	N	6 —
Tainan	"	30.17	—	—	N	6 —
Koshun	"	30.08	—	—	NE	10 —
Pescadores	"	30.20	—	—	N	10 —
Canton	7 a.m.	—	—	—	—	—
Hongkong	10 a.m.	30.32	53	85	N	1 od
Victoria Peal	"	—	—	—	ENE	4 —
Gap Rock	"	—	—	—	—	—
Macao	"	30.36	48	—	N	1 od
Hoihow	9 a.m.	—	—	—	—	—
Pakhoi	"	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—
Tourane	"	—	—	—	—	—
C. St. James	"	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—
Manila	10 a.m.	30.00	81	70	NW	1 b
Legaspi	6 a.m.	—	—	—	NE	2 b
Bacolod	9 a.m.	—	—	—	NE	2 b
Iloilo	"	29.89	82	—	NE	3 b
Cebu	"	29.94	80	—	N	2 b
Labuan	"	29.89	82	—	—	—

December 27th, 1906, a.m.

Vladivostock	7	a.m.	—	—	—	—
Nemuro	6	a.m.	29.85	—	W	6 —
Hakodate	"		30.01	—	W	6 —
Tokio	"		30.14	—	W	2 —
Kochi	"		30.31	—	SW	4 —
Nagasaki	"		30.39	—	N	4 —
Kagoshima	"		30.39	—	N	2 —
Oshima	"		30.32	—	NW	2 —
Naha	"		30.33	—	NE	2 —
Ishigakijima	"		30.33	—	NE	6 —
Chefoo	6	a.m.	—	—	—	—
Weihaiwei

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Hongkong, 20th December, 1906. [122

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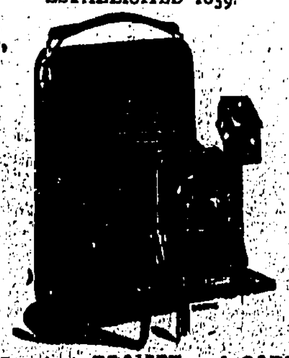

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 18th May, 1901. [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 2.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	ALTOGETHER PAID UP AT PRESENT. OPPOSITE FIGURE, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 / $10,250,000 / $250,000	$1,712,472	£1.15/- @ Ex. 2/1½ = $16.47 for first half-year 1906	11½ %	$68 ½ sellers / London £20
National Bank of China, Limited	99,025	£7	£6	£12,735 / $150,000	$74,099	$2 (London 3/6) for 1905	...	$42
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000 / $200,000	$233,638	$20 for 1905	64 %	$307½
North China Insurance Company, Limited	1,000	£15	£5	£110,000 / Tls. 100,000 / Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30/6/1906	6 %	Tls. 84½ sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 / £40,000 / $331,131 / $1,153,844 / $169,279	$2,702,271	Interim div. of 3/- for 1906	48 %	£760 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 / $61,778 / $25,527	$508,334	$12 and $3 special dividend for 1904	88 %	$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$70	$1,000,000 / $229,488 / $2,616	$344,098	$6 for 1904	6½ %	$93
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	28 %	$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	$25	$25	$6,000	$6,563	$1½ for 1905	7 %	$21
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $93,562	Nil.	$2½ for year ended 30/6/06	6½ %	$37
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $600,000 / $144,386	$5,464	$1 for 1st half-year 1906	7½ %	$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£120,000 / £289,958 / £3,999	£2,452	10/- @ ex. 2/1.9/16 = $3.60	5 %	$91 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,256	Interim div. of Tls. 2 } a/c 1906	9 %	Tls. 55 sellers
Do. (Preference)	100,000			£20,000		Interim div. of Tls. 1½ }	6½ %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,144	£107,825	1/- (Coupon No. 6) for 1905	4 %	30/-
"Star" Ferry Company, Limited	10,000	$10	10	$65,000	$218	$1.50 } for year ending 30.6.1906	14 %	$26 buyers
	10,000	$10	5	$31,917		$0.75 }	14 %	$17½ buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 301,479 / Tls. 48,000 / Tls. 81,200	Tls. 13,923	Interim div. of Tls. 2 account 1906	8½ %	T. Tls. 47½ buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 / $450,000 / $86,129	$40,924	Final of $15 making $25 for 1905	19½ %	$130 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	$132,588	$2 for 1905	...	$28
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£110,000 / £26,011	£12,546	Final of 1/- (No. 7) making 2/1 for year ended 28.2.06	7 %	Tls. 10.60 buyers
General Consolidated Mining Company, Limited	500,000	G. $10	G. $10	none	G $909,050	Interim of 50 cents for account 1906	10 %	G. $10 sellers
South Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	18/10 / £1	£4,873	£6,745	Interim of 1/- (No. 48 cents)	...	18½ buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	8 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$550,000 / $65,160 / $20,000	$20,040	$2½ for a/c 1906	6½ %	$94 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$302,087	$6 for first half-year ending 30.6.06	8½ %	$146
New Amoy Dock Company, Limited	10,000	$65	$65	188,000	$2,221	$3 for 1905	6½ %	$16
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7½ %	Tls. 197
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 %	Tls. 235 sellers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 285 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	20,000	$25	$25	$39,000	$8,418	$3 for year ended 30.6.1906	10 %	$30 sales
Central Stores, Limited	8,000	$15	$15			$2.40 on $12 for 1905	13½ %	$18 buyers
Do. (new issue)	24,000	$15	$15	none	$4,719	7 % on $71 for 1905	...	$16½ buyers
Do. (Founders')	123	$15	$12			None	...	$100 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,976 / $19,075	$120,057	$5 for first half-year for 1906	9 %	$112½
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906	6½ %	$106 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905	16½ %	Tls. 45 sales
Hotel Metropole Company, Limited	7,000	$100	$100	none	$4,699	Final of $6 making $10	12½ %	$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 / $50,000	$5,070	80 cents for 1905	7 %	$11½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$50	none	$574	$2½ for 1905	6½ %	$87
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	58 %	Tls. 97 buyers
Do. do. (new issue)	26,000	Tls. 50	Tls. 25	Tls. 170,000				Tls. 56 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 159,000	Tls. 64,986	Tls. 10 for year ended 31.10.06	158 %	Tls. 63 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 45,939 / $110,000	$21,660	$1½ for the year ending 31.7.06	9½ %	$13
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 159,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9½ %	Tls. 64
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	7½ %	Tls. 103
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	78 %	Tls. 335 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	8½ %	$100 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7 sellers
Campbell, Moore & Co., Limited	1,200	$10	$10	59,000	$1,097	$3 for 1905	9½ %	$32
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 59,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16½ %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	$10	$10	none.	$1,219	60 cents for year ended 28.2.06	6 %	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,000	$1,581	80 cents for 1905	8½ %	$93 sales
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000	$2,555	$1.50 for year ending 31.7.1906	7½ %	$161 sales
Green Island Cement Company, Limited	200,000	$10	$10	$410,000 / $500,000	$52,291	Int. div. of 75 cents for ½-year ended 30.6.06	9½ %	$201
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10½ %	$231 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 / 65 cents } for 10 months ending 28.2.06	8½ %	$151 sales
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	1st div. of $20 for 10 months ending 18.10.06	10½ %	$215
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ½-year ended 30.6.06	7½ %	$235 sales
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	13½ %	$37 buyers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$88	Final of 5½ cents making $1 for the year	9½ %	Tls. 252½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 27,603	Tls. 10,374	4th interim div. of Tls. 7½ making Tls. 30 so far a/c 1906	9½ %	$5 buyers
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	Tls. 110 sellers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,917	Interim dividend of Tls. 3½ account 1906	6½ %	Tls. 104 sellers
Do. do. (new)	8,000	Tls. 50	Tls. 50					Tls. 47 sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	13 %	Tls. 120 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 / Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	118 %	Tls. 871 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	18 %	Tls. 350 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 199,000	Tls. 85,592	Interim div. of 25/- for ½-year 1906	...	Tls. 200 sellers
	7,800	£20	£15			Interim div. of 5/- for ½-year 1906	...	£25 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$55
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$214	30 cts. (old) & 75 cts. (new) for year ended 31.12.06	80 %	$58
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4,000	Tls. 1,018	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	70 cents / $0.90 } for year ended 31.5.1906	8½ % / 6½ %	$150
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	$7,734	Interim of 40 cents for account 1906	8½ %	$11.75 buyers
William Powell, Limited	15,000	$10	$10	$4,590	$5,182	Final of 31 cts. making 80 cts. for the year ended 30th June, 1906	19 %	$8

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